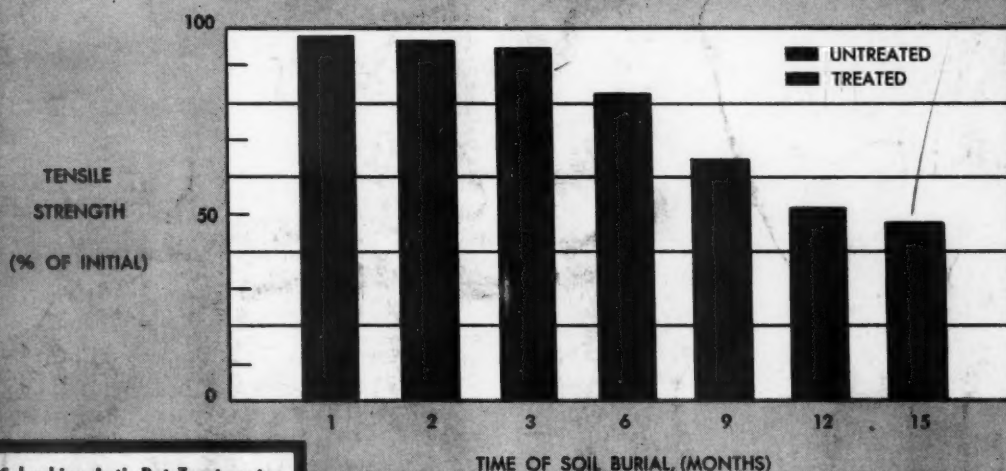


NATIONAL FISHERMAN

AUGUST
1954

Formerly **ATLANTIC FISHERMAN**

Longer, Stronger Life



Columbian Anti-Rot Treatment
Is Thoroughly Checked By
Production and Laboratory Controls



Mill-run samples from all Manila
Rope production lines are se-
lected by laboratory technician.



Treated mill-run samples are
placed in incubator along with
untreated control samples. Result
is double check: on potency of
anti-rot substance, and on virility
of mold spores.

The Proof is in the Pulling

The chart above shows the results of a rigorous experiment designed to test the effectiveness of Columbian Anti-Rot Treatment.

Treated and untreated samples of Columbian Manila were buried in constantly moist, loamy soil for 15 months. Sections of each sample were removed periodically and tested for breaking strength.

After only three months, the tensile strength of the untreated samples had been completely destroyed by organisms of decay.

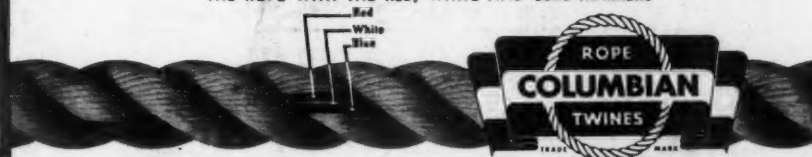
The treated samples had suffered a loss in tensile strength of only 5%

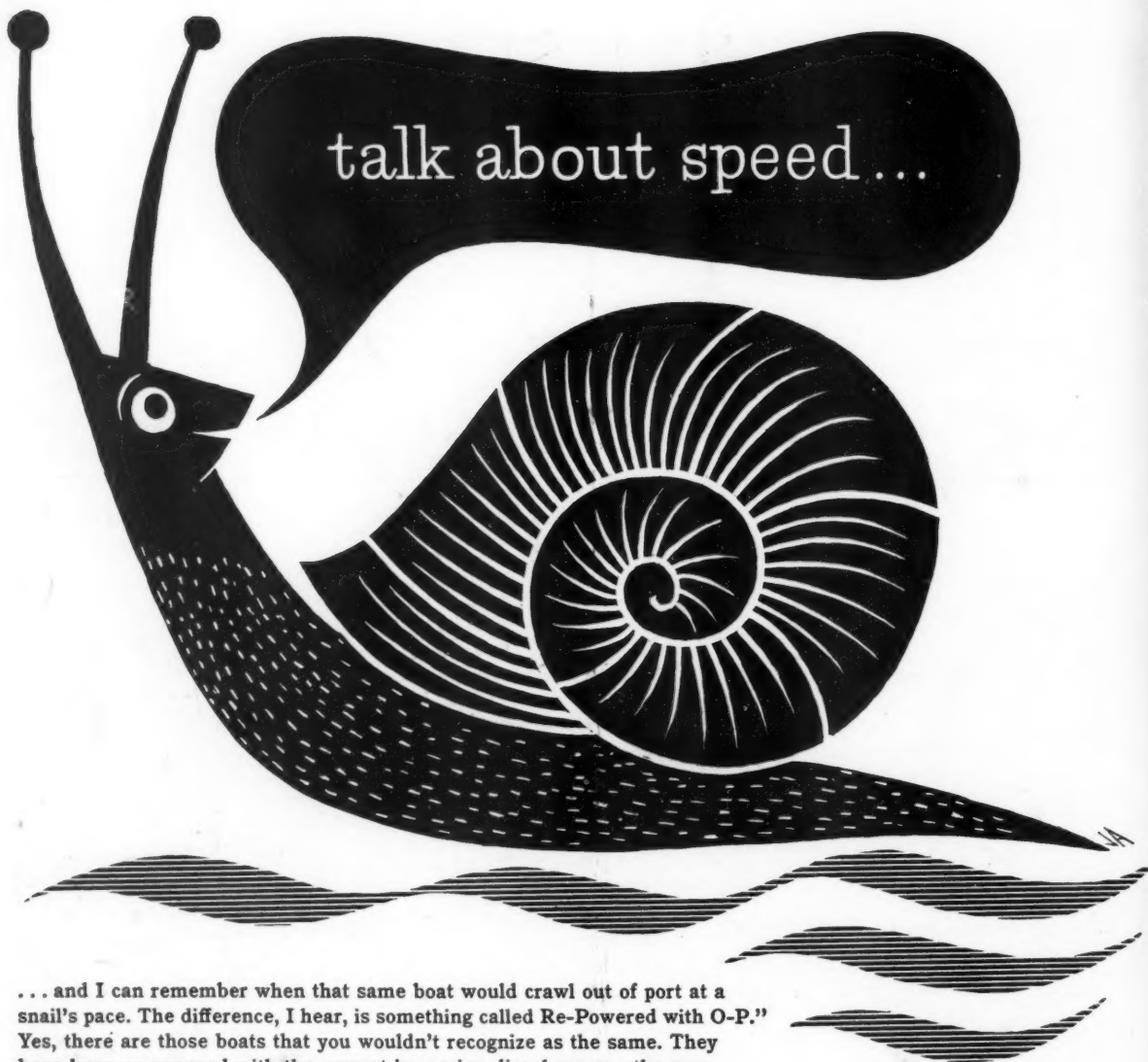
After a full 15 months the treated samples still showed almost half of the original tensile strength.

That is why we can say with full assurance:

Every foot of Columbian Manila Rope is adequately protected against decay for YOUR climate, YOUR uses, YOUR methods of handling!

COLUMBIAN ROPE COMPANY, Auburn, "The Cordage City", N.Y.
THE ROPE WITH THE RED, WHITE AND BLUE MARKERS





... and I can remember when that same boat would crawl out of port at a snail's pace. The difference, I hear, is something called Re-Powered with O-P." Yes, there are those boats that you wouldn't recognize as the same. They have been re-powered with the newest in marine diesel power—the new Fairbanks-Morse Opposed-Piston engine in the 225 to 750 horsepower class.

Designed specifically to give you more performance than the engine it replaces, the new O-P puts more power ... more speed ... at your command. It is a completely "packaged" power unit with all accessories and piping engine mounted—can be installed for about $\frac{1}{3}$ the fitting cost of a comparable engine. Also, the compact design saves 20% in length and width ... space saved can be used to increase payload and supply compartments. This is an additional advantage when you re-power with O-P.

There's more to the Model 38F story—lower maintenance, greater reliability and economy. So call your Fairbanks-Morse Marine Specialist now—before your next trip out. Fairbanks, Morse & Co., 600 South Michigan Avenue, Chicago 5, Illinois.

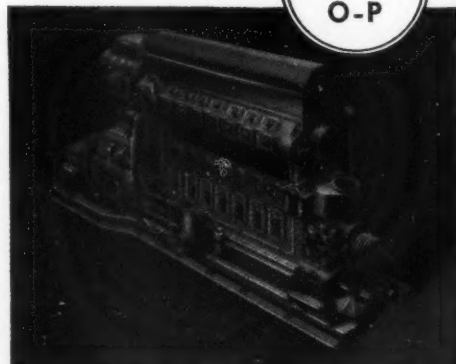


FAIRBANKS-MORSE

a name worth remembering when you want the best

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY
PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • FARM MACHINERY • MAGNETOS


RE-POWER
WITH
O-P



Model 38F Marine O-P Diesel for the 225 to 750 horsepower class.



5 TONS...OF SLIPPERY PROFIT!

 *A lot can happen between making a good catch and a good sale.*

Commercial fishermen who keep a sharp weather eye on their profits depend on Esso Marine Products. They know profits start with trouble-free, economical engine performance.

COMMERCIAL FISHING PAYS OFF WHEN YOU USE:

Essolube HD for gasoline or Diesel marine engines. A heavy duty engine oil developed to fight sludge and carbon. Special added detergent helps keep piston rings from sticking. Gets power performance plus from marine engines.

Esso Marine Oil for gasoline marine engines. A true marine oil specially selected from high quality base stock and solvent refined. Quick flowing when engine is cold — keeps body when engine is hot.

YOU CAN DEPEND ON



MARINE PRODUCTS

SOLD IN: Maine, Vt., N. H., Mass., R. I., Conn., N. Y., N. J., Penna., Del., Md., D. C., Va., W. Va., N. C., S. C., Tenn., Ark., La.



The Heminway & Bartlett Mfg. Co.
New York 36, N. Y.

Dear Mr. Crosby:

Dear Mr. Crosby:

I have been using your Nylock twine in the bunt
end of my mackerel seine for two years. I have had
wonderful luck with this and, as your sales must
show in this area, more of my friends are changing
over to Nylock instead of using cotton.

I used this bunt the entire season without
one of the Nylock coming apart
and did rip bottom. Any twine
howev

nd of my mackerel with this and my friend
wonderful luck in this area, more of using cotton.
show in this area, over to Nylock instead of using cotton.
We used this bunt the entire season without
losing a fish because of the Nylock coming apart
when balling from it. We did rip the Nylock from
catching on sharp things on this way. Any twine
will rip when caught this way. I will say, however,
we didn't get any very long ribs as we did in the
main body of the seine (cotton - 20/9).
When the fish were in the bunt end and we were
pulling them, we could count on the trip for
this point on.

Once the fish were in the
clear of the bottom, we could count on
we never lost a fish from this point on.
full trip for us with a seine and boat of our
sixty to sixty thousand pounds. We
without bothering the twine
thousand pound
fishermen

A full trip for us was thirty thousand dollars. The size would be fifty to sixty thousand pound and could handle this amount without bailing in any way. We have caught from the other fishermen schools and had to get help from the fish ready to bail) to help us "dry up" (get the fish ready to bail). I have common experience to hear other boats say "They had a good trip but

It was a common experience to hear other boys come on the air and say "They had a good trip but the bunt bursted". We never did.

I will continue using my
having fished it for two years.

Sincerely,

Sincerely,
Bill Jones

NYLOCK Nylon Twine produced by
The HEMINWAY & BARTLETT Mfg. Co.
500 Fifth Avenue, New York 36, N. Y.

**More of my
friends are
changing to
nets of NYLOCK
instead of
using cotton**

Yes, Bill Tower and no wonder, for fishermen all over the country have discovered that nets made from specially processed, U.S. Patented (No. 2590586) **NYLOCK NYLON TWINE** . . .

- *Catch more fish—nets are sharper*
- *Practically eliminate knot slippage*
- *Need no preservatives—no drying*
- *Last longer—weigh less—less shrinkage*
- *Absorb less water—
are easier to handle*
- *Require less care—
do not fray or fuzz*

Read Bill Tower's letter at the left and see why he prefers nets made of NYLOCK Nylon Twine. Then, get in touch with one of the net manufacturers listed below for full information about these amazingly superior nets.



FOREIGN AGENT: Turner, Halsey Co., Inc., 40 Worth St., New York

NATIONAL FISHERMAN • Formerly Atlantic Fisherman

HEMINWAY
& BARTLETT

For full information, write or phone one of the following manufacturers who make nets of Nylock Nylon Twine:

- *ADAMS NET & TWINE DIVISION, 701 N. 2nd St., St. Louis, Mo.
 *EDERER DIVISION, 540 Orleans St., Chicago, Ill.
 *PAULS FISH NET DIVISION, 357 W. Ohio St., Chicago, Ill.
**Divisions of The Linen Thread Co., Inc., 418 Grand St., Paterson, N. J.*
 THE FISH NET AND TWINE CO., 310 Bergen Ave., Jersey City, N. J.
 HOPE FISH NETTING MILLS, INC., Hope, Rhode Island
 JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Conn.
 A. M. STARR NET CO., East Hampton, Connecticut
 THE CARRON NET CO., 1623 17th Street, Two Rivers, Wis.

In this issue

Opportunity for Expanding U. S. Tuna Industry	11
"Porpoise III" Is Marine Specimen Collecting Boat	13
Design of Hooper Island Boat Has Been Modernized	14
Shrimp Association Adopts Quality Program	17
Tenth Annual Blessing of Biloxi Shrimp Fleet	20

NEWS REPORTS

Alabama	21
Boston	19
California	24
Connecticut	16
Florida	45
Gloucester	44
Great Lakes	18
Long Island	28
Louisiana	21
Maine	31
Maryland	23
Michigan	18
Mississippi	30
New Bedford	19
New Jersey	28
North Carolina	16
Ohio	18
Oregon	25
Pacific Coast	24-29
Provincetown	43
Rhode Island	23
South Carolina	22
Texas	22
Virginia	28
Washington	29
Wisconsin	18

REGULAR DEPARTMENTS

Sounding-Lead	9
Equipment and Supply News	34
Fish Landings for July	39
Canadian Report	46
Vineyard Bailings	47
Where-to-Buy Directory	48
Classified Advertising	50

Yearly subscription rates: United States, \$3;
Canada, \$4; Foreign, \$5. Single copies, 35¢.

Acceptance under section 34.64, P.L.&R.,
authorized at Manchester, New Hampshire

NATIONAL FISHERMAN

Formerly **ATLANTIC FISHERMAN**

Serving the Commercial Fishing Industry of the United States

Sports Fish Catch Statistics Needed

With a continuing increase in the number of sports fishermen, and a consequent growing demand on fishery resources, considerable interest has been expressed for collecting better records of the sports fish catch.

Statistics have been kept for many years on the commercial catch, but only a few States have figures available on the catch by sport fishermen. One of these, California, reported that its one million anglers landed over 35 million pounds of food fish in a year.

It is difficult to tell how many salt water sport fishermen there are, since California is the only State requiring a salt water license. However, the upward trend in popularity of sport fishing is evident by the record sale of 17,652,000 fresh-water angler's licenses in the United States last year, a gain of over one-half million from the previous year.

The importance of the sport catch was brought to attention early this year at the 19th North American Wildlife Conference by the New Jersey Division of Fish and Game. Detailed statistics, compiled by this State for the first time, showed that 51 percent of the fluke are caught by sport fishermen in New Jersey, and that practically all of the striped bass are taken by sportsmen. Eighty-three percent of striped bass were taken strictly for recreational use, and 17 percent of this amount was caught by sport fishermen who sold them through commercial channels.

In New York, a three-year program has been inaugurated by the State Conservation Department to

determine the number of striped bass removed by sport and commercial fishing on Long Island, and to gather sport fishery statistics for the Hudson River. Past studies have indicated that the sport catch of Summer flounder on Long Island was in excess of commercial production.

As aptly pointed out by the National Fisheries Institute in one of its bulletins, "Conservation is a joint responsibility of the commercial fishermen and sport fishermen. It isn't good sportsmanship for ill-advised sport fishermen to place the burden of depletion wholly upon the commercial fisheries. We admit that there are instances where commercial fishermen are wasteful, but no more so than some 'game hogs', many of whom engage in selling their sport catch to finance their trips. There are repeated instances where sport fishermen catch more fish than they and their neighbors can consume, and a great waste of food fish is the result."

When it is realized that in some areas the sport fish catch equals or exceeds the commercial catch, the charges that commercial fishermen are solely responsible for depletion of the fish supply, are not justified.

In order to properly evaluate, protect and sustain fishery resources, biologists must have information on the total fish catch—both commercial and sport. Only in this way will it be possible to evolve practical conservation policies, which will help to assure a better, more stable supply of fish for sports fishermen as well as commercial operators.

Published monthly by Atlantic Fisherman, Inc., Goffstown, New Hampshire

P. G. LAMSON
President

GARDNER LAMSON
Publisher and Editor

A. E. BROWN
Managing Editor

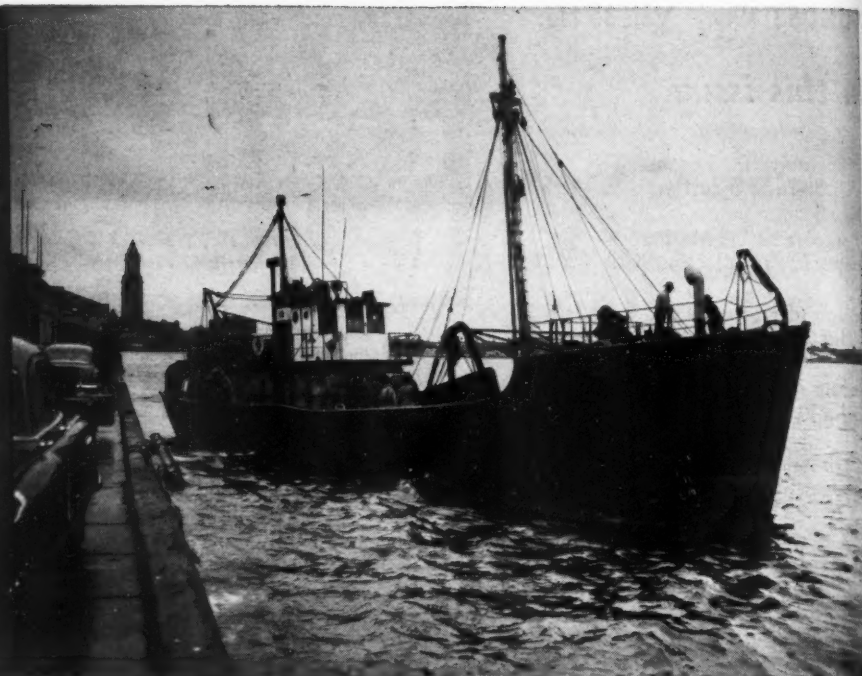


Member: National Business Publications and
Business Publications Audit of Circulation



Advertising Representatives: Kennedy Associates, 60 East 42nd Street, New York 17, N. Y.
Murray Bothwell, 234 E. Colorado St., Pasadena 1, Cal.; Wm. C. Walters, Box 619, Atlanta 1, Ga.

"Swallow"
averages
250 days
a year in
North Atlantic
fishing...

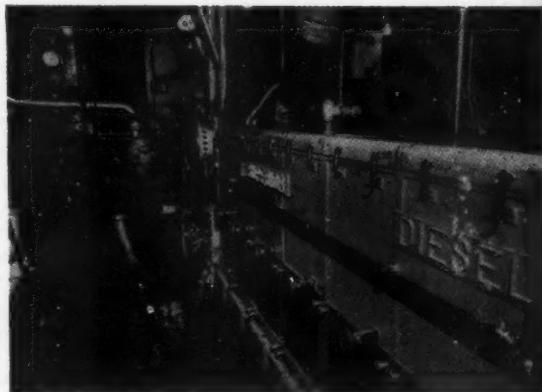


Yet owners report,
"No engine overhaul needed...maintenance negligible!"

There's no doubt about the performance of the 500 h.p. Superior engine aboard the *Swallow*. It's been proved by schedules of 25 to 27 trips yearly (8 to 15 days per trip) on rugged North Atlantic haddock and cod fishing runs.

In fact, the trawler's owners and operators—U.S. Shipbuilding Company—believe that engine performance is largely responsible for yearly high payload average turned in by the *Swallow*. "The truth of the matter is we couldn't live with an engine performance of lesser achievement," says Mr. Howard Francis, Port Engineer for U.S. Shipbuilding of Boston.

This typical repair-free, extremely economical operation identifies Superior Engines to fishermen in every part of the world . . . and in every kind of marine service. Take the time to compare the truly "marine" quality features of famous Superior and Atlas Diesels when you plan for re-powering or adding auxiliary power. Complete details are available at the nearest sales or service point listed below.



The 500 h.p., 400 r.p.m. Superior Diesel provides the *Swallow* with a speed of 9½ knots. On 8-day trips, lube oil consumption averages a low 20 gallons! U.S. Shipbuilding's companion trawler, *Comet*, is also equipped with a 500 h.p. Superior and has turned an equally impressive payload record.



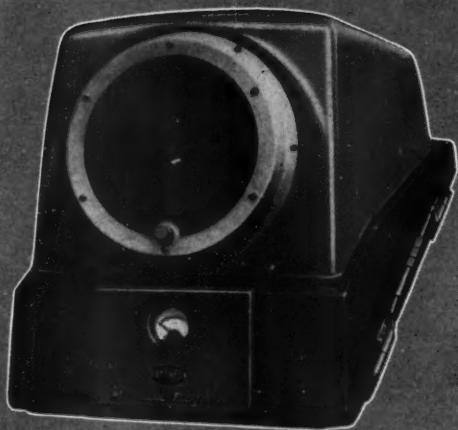
THE NATIONAL SUPPLY COMPANY

ENGINE DIVISION PLANT AND GENERAL OFFICES: SPRINGFIELD, OHIO

SALES AND SERVICE POINTS: Gloucester, Massachusetts • Houston, Texas • Fort Worth, Texas • San Diego, California • Oakland, California • Terminal Island, California • Ketchikan, Alaska • Washington, D.C. • Chicago, Illinois • Portland, Oregon • Astoria, Oregon • Casper, Wyoming • Halifax, Nova Scotia • Vancouver, B.C. • Toronto, Ontario • Park Rapids, Minnesota • New York, New York • Seattle, Washington • New Orleans, Louisiana • Pittsburgh, Pennsylvania

never before.....

**SO MUCH RADAR
IN SO LITTLE SPACE
AT SO LOW A PRICE!**



INDICATOR-RECEIVER



ANTENNA-TRANSMITTER



Mariner's Pathfinder[®] MODEL 1500 Radar

Now you can enjoy every advantage of modern Raytheon Radar regardless of the size of your vessel. All-new 1954 Mariner's Pathfinder Model 1500 Radar is designed to fit the limitations of both *space* and *cost* in fishing vessels, harbor boats, tugs, and other small craft, yet has the famous Raytheon high quality performance and

dependability to make it equally valuable as a low-cost or "stand-by" radar for larger vessels.

Get the whole story on how Raytheon Mariner's Pathfinder Model 1500 Radar can make your operation safer and more profitable.

Write for complete information.

TWO-UNIT DESIGN SAVES SPACE ...IMPROVES EFFECTIVE POWER

The indicator-receiver unit is compact and drip-proof and may be mounted in horizontal, vertical or overhead position in the most limited space. The 10-inch cathode ray tube is inclined for convenient viewing in any position. *Reflection Plotter*, *Parallel Line Cursor* and *Tune-Test Meter* are standard equipment. Ranges are 1, 2, 4, 8 and 16 miles.

The antenna-transmitter unit is designed to stand up under extreme conditions of wind, weather and icing. The transmitter sub-unit is detachable for foul weather servicing. Elimination of wave guide runs cuts installation cost, improves effective power.

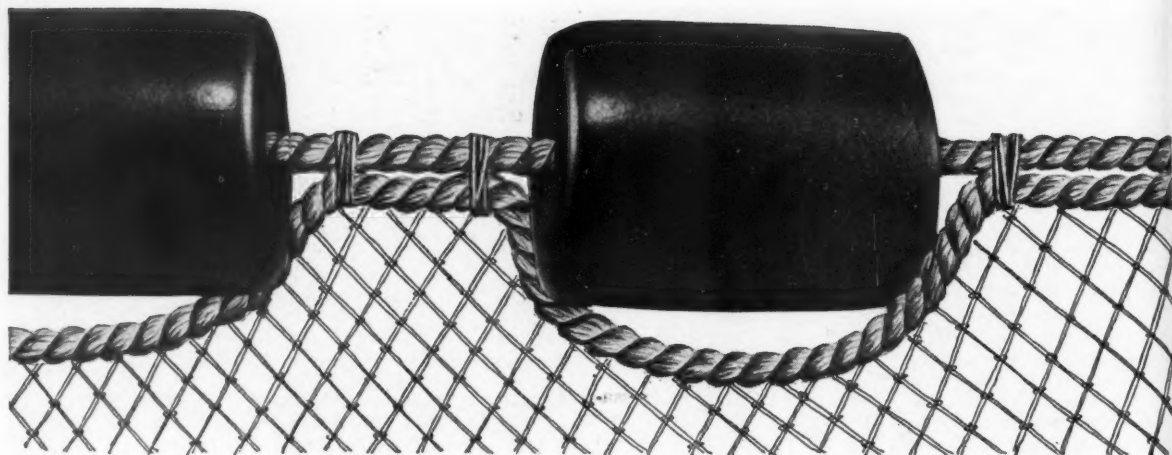
SERVICE FACILITIES IN ALL MAJOR PORTS OF THE WORLD



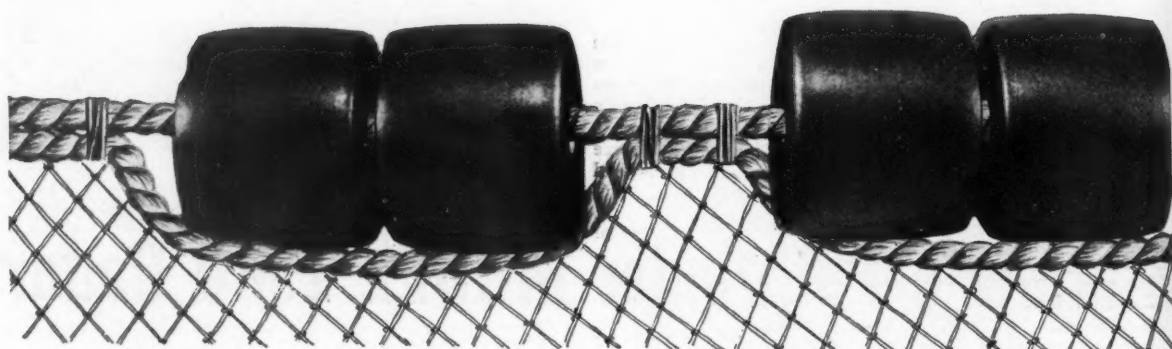
RAYTHEON MANUFACTURING COMPANY EQUIPMENT SALES DIVISION

DEPT. 6130-AF, WALTHAM 54, MASSACHUSETTS
DISTRICT OFFICES: BOSTON, NEW YORK, CLEVELAND, CHICAGO, NEW ORLEANS, LOS ANGELES (WILMINGTON), SAN FRANCISCO, SEATTLE

EXPORT SALES AND SERVICE
RAYTHEON MANUFACTURING COMPANY, INTERNATIONAL OPERATIONS
589 Fifth Avenue, New York City



Better than Cork! Cheaper than Cork!



NEW SPONGEX SEINE FLOATS



give you these advantages:

- Spongex floats cost less than cork.*
- Spongex floats are more buoyant than cork . . . fewer Spongex floats are needed.
- Spongex floats last years longer than cork. Their buoyancy is unaffected by water-logging, punctures or cuts. They do not rot . . . harbor no marine growth . . . never need drying-out.
- Nets and lines do not foul on the smooth plastic surface of Spongex floats.

*Cost of the Spongex float, averaged over its size range (3x3, 3½x3, 4x3, 4x6, 6x6¾, 6x7½) is less than cork in corresponding sizes. And, as the Spongex float has greater buoyancy . . . dry buoyancy versus cork's loss to water absorption . . . the cost is increasingly less.

These Spongex floats are brand new. Your supplier may not have them yet. If not, let us know your needs. Write

THE SPONGE RUBBER PRODUCTS COMPANY
43 Derby Place, Shelton, Conn.



Feder
Englan
Massach
(Fish &
and civi
19, to p
Unan
(1) I
them p
before
(2) I
funds f
(3) S
highest
(4) I
these p
by Sen
How
chusett
session
or sub
gave th
Union
asked
farm b
Meal
nomic
Interio
suppor
Senat
Secret
domes
wants
Public
produc
by pur
privat
Shrim
bills i
origin
ing C
Matth
Passm
Thom
mains
journ
Broad
New
nation
stall
partn
and V
(1) s
ness
sweep
Engla
ment
perim
land
Sen
to di
to stu
as to
effici
Week
isting
defer
struc
Th
fund
Salto
istics
deve
corp
Th
fishin

Federal support of fish prices is being sought by New England interests. Representatives of fishing industry in Massachusetts, together with representatives of Federal (Fish & Wildlife Service), State and City governments and civic organizations met in Gloucester, Mass. on July 19, to press for a support price.

Unanimously passed was a resolution which would:

(1) Place fisheries on par with agriculture by giving them price support through agricultural legislation now before Congress.

(2) Direct Commodity Credit Corporation to spend its funds for this support.

(3) Set support price at no lower than 90 per cent of highest average 1942 price.

(4) Request fish state legislators to attach rider with these provisions to farm bill coming up for consideration by Senate before it adjourns.

However, according to Senator Saltonstall of Massachusetts, there is no "realistic possibility" of action at this session of Congress on legislation providing price supports or subsidies for the domestic fishing industry. Saltonstall gave this view to representatives of Atlantic Fishermen's Union and Gloucester and New Bedford boat owners who asked him to sponsor fish price support amendment to farm bill.

Meantime, Saltonstall said President Eisenhower's economic assistant, Gabriel Hauge, is asking Commerce and Interior Departments to make careful study of fish price support idea.

Senator John F. Kennedy of Massachusetts has urged Secretary of Agriculture to use his authority to purchase domestic fishery product surpluses. Senator Kennedy wants the Secretary to use funds made available by Public Law 393 of 76th Congress to divert surplus fishery products from normal channels of trade and commerce by purchasing and distributing them through public and private relief agencies.

Shrimp ad valorem duty was proposed in series of bills introduced in House early in August. Legislation originated from Gulf area, and was sponsored by following Congressmen: Boykin and Grant of Alabama; Matthews and Sykes of Florida; Hebert, Long, Morrison, Passman, Thompson, all of Louisiana; and Lyle and Thompson of Texas. It is unlikely that sufficient time remains for any action to be taken on these bills before adjournment of Congress.

Broad 3-point program designed both "to strengthen New England fishing industry and to integrate it with national defense" has been outlined by Senator Saltonstall of Massachusetts. The program, as submitted to Department of Navy, Department of Commerce, and Fish and Wildlife Service, embraces three major proposals: (1) subsidy of trawler construction with view to usefulness of fishing vessels for emergency service as mine sweepers and other military purposes; (2) survey of New England fishing fleet with aim of developing improvements in fishing vessel design; and (3) program of experimental fishing aimed at diversification of New England fisheries.

Senator Saltonstall has urged Secretary of Navy Thomas to direct Armaments Branch of Office of Naval Research to study steps necessary to adapt fishing vessel design so as to combine defense features with increased commercial efficiency. He also has asked Secretary of Commerce Weeks to initiate investigation by Maritime Board of existing authority to include fishing vessels with national defense features under Maritime Administration's construction-subsidy program.

The Senator's second recommendation would employ funds made available to Fish and Wildlife Service under Saltonstall-Kennedy bill for survey of physical characteristics of major New England fishing fleets in order to develop design and construction improvements to be incorporated in future fishing vessels.

Third recommendation—for a program of experimental fishing—contemplates selection of New England dragger

Sounding-Lead

of moderate size for use in complete year of experimental fishing operations. "One of the aims of such experimental fishing," Senator Saltonstall said, "would be to explore possible advantage of mixed fishing as opposed to fishing for a single species. Another possible experiment would be to sound out possibilities of taking shrimp in commercial quantities in Gulf of Maine where it is well known that shrimp exist. Other research operations might include experiments with wide variety of trawl gear, including the several mid-depth trawls which have proven so advantageous in Europe."

Ecuador seized and fined two American fishing boats recently. Vessels were said to have been fishing within Ecuadorian territorial waters without license. In addition, heavy fines were imposed upon five other United States vessels which had been fishing in Galapagos Islands area and are alleged to have returned to United States without obtaining proper official clearances.

Report was received some time ago that Peruvian Minister of Marine has registered protest with our Embassy in Peru that United States fishing vessels have been operating less than 2 miles from Peruvian coast. Peru still claims jurisdiction for 200 miles to sea. The U. S. has protested that claim and said that it would recognize only a 3-mile limit. Last year U. S. vessels operated outside 3-mile limit along Peruvian coast without interference.

Gulf of Mexico fleet increase has been reported by Fish & Wildlife Service. Boats receiving their initial papers since January 1, 1950, total 873. This figure broken down into annual additions to fleet, is as follows: 1950—167; 1951—173; 1952—161; 1953—264; and first 3 months 1954—108.

According to Shrimp Association of Americas, this marked increase in number of Gulf of Mexico fishing vessels in recent years well can be responsible for overall shrimp yield being on gain while per-boat production is starting to decline.

Chilean fishermen have found a new and succulent shrimp, which it is believed can be readily marketed if developed in commercial quantities. It appears to be close relative of species of prawn which was last reported, in 1895, to be living at depth of about a mile in the ocean between Panama and Galapagos Islands.

Fishermen discovered the shrimp when they started deep trawling along edge of Chile's continental shelf. Some fishermen made hauls of half a ton.

Foreign repairs to U. S. boats are dutiable upon return of vessel to U. S. at rate of 50%. An exception to this rule is furnished when owner or master furnishes sufficient evidence that vessel, while in regular course of her voyage, was compelled by stress of weather or other casualty to put into such foreign port and purchase such equipment or make such repairs to secure safety and seaworthiness of the vessel to enable her to reach her port destination.

American Meat Institute says U. S. meat supply this year will be biggest in ten years and second largest in history. There will be available 25 billion pounds (156 pounds per person), a total exceeded only by production of 25.2 billion pounds in wartime 1944. Compared with last year, increase will be 160 million pounds, equivalent to about one pound of meat for each man, woman and child in nation.

North Pacific Treaty implementing legislation was on President Eisenhower's desk early in August awaiting signature. Bill would effectuate fisheries conservation compact among United States, Canada and Japan.



MUSCLES OF STEEL took the load off his back

Sweat and a strong back just aren't enough when it comes to meeting the stepped-up demands of modern construction work. Today's contractors and builders call on *muscles of steel*—sturdy wire rope—to lift and carry their heavy loads.

Supplying these *muscles of steel* to the giant that is American industry is our big job here at Wickwire—a job that has commanded our vigilant care

and painstaking quality control for over half a century.

In the mines and the quarries. In the logging camps and the oil fields. On construction and highway projects. With the fishing fleets and in materials handling. Wherever wire rope is used, Wickwire Rope has earned an outstanding reputation for efficiency, utmost safety, long economical service and unfailing reliability.

every industry benefits from wire rope

WICKWIRE ROPE



PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL AND IRON CORPORATION



2487

Opportunity for Expanding U. S. Tuna Industry

Newly-discovered grounds in Mid-Pacific and undeveloped areas off Atlantic Coast and Gulf of Mexico offer good prospects for tuna boats

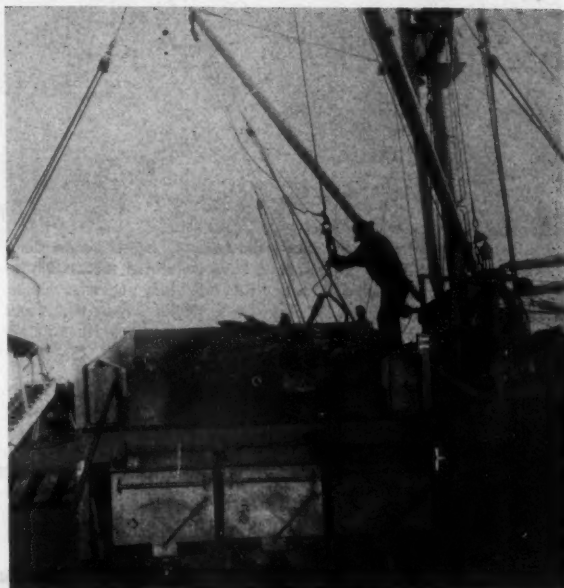
THE United States catch of tuna could be greatly increased by the adoption of methods for taking subsurface stocks not now exploited and by the fishing of new areas in the mid-Pacific, according to the Fish & Wildlife Service.

Rich new tuna fishing grounds recently were discovered by the Service's Pacific Oceanic Fishery Investigations in Equatorial mid-Pacific waters south of Hawaii. Excellent long-line catches have been made over a wide area, indicating that considerable expansion of known producing grounds is possible. The majority of the tuna catch was made up of large yellowfin, some skipjack and big-eyed tuna.

United States tuna seiners and large clippers are readily adaptable to long-line fishing and, on the basis of experimental catches, a United States vessel and crew of 12 might expect an average daily catch of from 6,500 lbs. to 13,000 lbs. in the most productive areas. There is a possibility of limited exploitation of surface tuna in the Line and Phoenix Islands. Additional shore-side facilities are needed for any use of these islands as tuna fleet bases.

Of the various locations from which the domestic tuna fleet might operate—other than the bases now used—the Equatorial Central Pacific area and the Gulf Caribbean area hold promise for future development as an expansion of, but not substitute for, the present fishing grounds of the United States tuna fleet. The United States South Atlantic and Gulf of Mexico ports and the ports of Puerto Rico and the Virgin Islands have conditions attractive to the development of new tuna processing plants and vessel bases. But it is doubtful that the savings in any large scale movement would off-set the disadvantages. The outlook for favorable changes in location of the entire tuna fishing fleet in the Pacific is similarly poor.

Development or expansion of the United States tuna industry is possible in three areas not now fished on a large scale, namely the Atlantic Coast, the Gulf of Mexico and Caribbean area, and the eastern central Pacific. Recently acquired knowledge indicates that large stocks of several species of tuna, as yet only partially or wholly unexploited, inhabit these waters within range of United States ports. The rate of development of these resources is difficult to predict because very little is known at present concerning the habits and actual abundance of the species, and the industrial expansion will be dependent, to a large extent, on the economic condition of the tuna market in coming years.



A tuna clipper hauls her catch from her brine wells at Fish Harbor, Calif., during heaviest run of tuna off Lower California in many years.

California Seiner to Fish off New England

On the Atlantic Coast, bluefin tuna fishing on a commercial scale is scheduled to be carried out in waters off New England this Summer. Based on results of tuna explorations conducted by the Fish & Wildlife Service over the past three years in that area, experimental fishing by a California purse seiner will commence about the end of July in the Gulf of Maine and nearby waters. Considerable industry interest has been shown in this undertaking, as it will be the first commercial seining for North Atlantic tuna since an attempt was made to establish such a fishery in 1938-40.

The Fish & Wildlife Service's bluefin tuna exploratory program, which began in 1951, successfully showed that North Atlantic tuna could be taken by the purse-seine method in commercial quantities within a hundred-mile

(Continued on next page)

San Diego, Calif. tuna industry men, showing from left to right: Capt. Joe S. Rogers, managing-owner of the 150' tuna clipper "Constitution"; W. Wade Ambrose of The Ambrose Co. which operates five tuna clippers, president of American Tuna Boat Association; Harold Cary, general manager of the Association; and Dr. Wilbert M. Chapman, the Association's director of research.





Plastic streamer tags sewn through the back of small bluefin tunas behind the second dorsal fin, as above, have been used successfully by the California Department of Fish and Game to study migration routes. Many small bluefin tuna will be marked in a similar way by the Woods Hole, Mass. Oceanographic Institution this Summer when bluefin tuna are numerous off southeastern New England.

radius of New England fishing ports. The catch that year was 180,000 lbs. of prime tuna of a size ideal for canning. In 1952 and 1953 explorations, the Service used long-line gear. Although catches were smaller with this type of gear than with the purse seine, the project in both years continued to demonstrate that good canning-size bluefin tuna could be caught over a wide area in the Gulf of Maine and adjacent waters during the Summer months.

Considerable information on the habits and movements of the tuna was obtained. However, additional exploration of offshore waters, in and beyond the Gulf Stream, is necessary before any extensive evaluation of the potential fishery can be made.

The seasonal occurrence of large schools of bluefins in inshore Atlantic Ocean waters indicates that the fishery possibly may be expanded further offshore, but the offshore potential is unknown. Adequate port facilities, the presence of large quantities of live bait, and a fleet of fishing vessels which readily could be adapted to long-line fishing, are factors in favor of expansion of Atlantic Coast tuna fishing. In addition to the bluefin, little tuna and bonito are present in considerable, but unknown, quantities from Cape Cod to Florida.

Some bluefin tuna have been caught by commercial fishermen in New England waters during the Summer and early Autumn for the past half century or more. Annual production is small compared with the Pacific Coast tuna fishery, normally ranging, in recent years, between one and two million pounds, with most of the catch coming from traps in Cape Cod Bay.

Makes Big Tuna Catches in Gulf of Mexico

Important catches of yellowfin tuna were made in the Gulf of Mexico during recent Fish and Wildlife Service exploratory fishing operations, Secretary of the Interior Douglas McKay has revealed. This is the first time yellowfin catches of any proportions have been made in Gulf waters.

The existence of this valuable commercial species in the Gulf opens up inestimable possibilities for commercial fishermen, the Secretary declared. Substantially increased income to the fishing industry as a whole, he pointed out, could result.

The Service's exploratory fishing vessel *Oregon* returned to its home port, Pascagoula, Miss., in June after a 2,500-mile, 6-week cruise during which more than 3,000 lbs. of yellowfins were taken. Of considerable significance is the fact that the tuna averaged 118 lbs., a good weight for this species. Yellowfins, moreover, were found over a wide expanse of the western Gulf, thus indicating a broad distribution at this season of the year.

Because the mature tuna taken during the cruise

were in spawning condition, and many specimens of small yellowfins were collected, fishery biologists aboard the *Oregon* concluded that the species may be found regularly in western Gulf waters.

The tuna were caught on 14 out of 20 sets made with a modification of Japanese type long-line gear, fished at various depths down to 45 fathoms. Arrangements are being made to have some of the tuna test-canned at Government laboratories and commercial canneries for quality evaluation.

The catches made by the *Oregon* during the cruise were intended only to indicate distribution. No attempt to estimate the number of tuna in any one location was made. Plans are now being formulated, however, for a cruise to the better fishing areas for a determination of the quantities in which Gulf yellowfins may be caught.

According to the Fish & Wildlife Service, development by United States fishermen of a Gulf and Caribbean tuna fishery is likely when and if our knowledge of seasonal occurrence and adaptations of fishing methods to the local conditions is sufficient. The existence of a successful live bait fishery for tuna in Cuba lends encouragement to the possibility of exploiting Caribbean tuna with long-range vessels capable of following the seasonal migrations of the fish.

Tuna Vessels Are Efficient

The United States tuna fleet consists of craft on which little improvement can be made to increase the present efficiency of production. "Unless some revolutionary means of catching tuna is developed to a practical stage, there appears to be little chance of curtailing production costs through increased effectiveness per unit of crew effort," a Fish & Wildlife Service study revealed.

An important aspect of the tuna fishery is live bait, since 70 percent of the total catch of tuna by United States vessels is made with it. Between 85 and 90 percent of the bait supply is found in foreign countries. A limited amount of research concerning synthetic bait has been started. Development of a suitable synthetic bait or substitute source of natural bait would benefit the tuna industry.

Although most of the actual tuna fishing by United States vessels takes place on the high seas, the tuna fleet regularly enters foreign territorial waters to capture bait, to utilize port facilities, and to fish for tuna in some locations. For these reasons, fishermen purchase licenses and observe the fishing regulations of these countries. Albacore boats, purse seiners, and tuna clippers are affected in varying degrees by foreign claims and regulations.

Some 200 tuna clippers, working from southern California to international waters off northern Peru, are totally dependent on live bait and are vitally affected by the limitations of territorial waters. Claims to territorial seas made by Latin American countries range from 3 to 200 miles offshore, although all are not enforced. Tuna bait, usually, is taken within three miles offshore, so these countries exert complete control over bait resources.

The United States tuna catch, which has averaged about 350 million lbs. annually in recent years, is one of the most valuable products taken by fishermen. Since the war, increased demand for canned tuna in the United States has stimulated world interest in the tuna fisheries.

Almost the entire 32 percent of the world production of tuna and tuna-like fishes accounted for by United States fishermen is taken on the Pacific Coast. Nearly all tuna clippers and some purse seiners are used solely for tuna and related species. Other craft engaged in the tuna fishery also are operated to a large extent in fisheries such as those for salmon, halibut, bottom fishes, pilchards, etc.

Make Long Trips

The Californian boats scour the eastern Pacific from southern California to beyond the equator, to the latitude of Peru. They cover a belt from the American mainland to about 800 miles offshore. A voyage may last three months.

In the Winter months, from November to the end of

(Continued on page 32)

"Porpo
Marine
Collec

New tra
exhibition

DESIG
purp
for t
rineland,
poise III w
Coast Ex
signed the
Boat Work
been adap
one was e
bringing b
semi-tropi

With co
to-shore r
ther out ir
not been
the Gulf s
brilliantly

The Po
hull is of
accommo
hold for
places th
the hull
This enal
such as p
without c

Forward
valves a
water wh
tion x 3
the engi
change c
tank is
by slidin
which m
The k
year, an
built of

Left: B

AUGUS

"Porpoise III" Is Marine Specimen Collecting Boat

New trawler will catch fish for
exhibition at Marineland, Florida

DESIGNED specifically for the unusual purpose of collecting live specimens for the Marine Studios exhibit at Marineland, Fla., the new 46' trawler *Porpoise III* was delivered to her owner in June. Coast Engineering Co., Norfolk, Va., designed the boat which was built by Barbour Boat Works, Inc., of New Bern, N. C. Standard craft have been adapted in the past by Marine Studios, but the new one was especially planned in all respects for its job of bringing back alive anything found in the temperate and semi-tropical waters off the Florida Coast.

With complete facilities for its two-man crew and ship-to-shore radio, the *Porpoise III* will be able to range farther out into the ocean and bring in specimens which have not been exhibited before. The vessel will reach out to the Gulf Stream, 45 miles offshore at Marineland, for the brilliantly-colored fish of those warm waters.

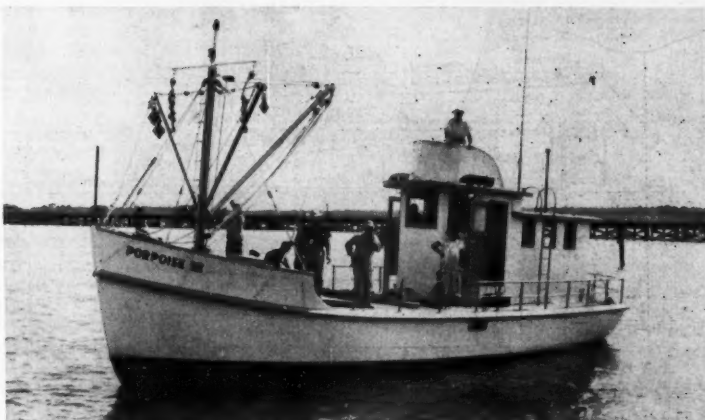
Modified "V" Bottom Type

The *Porpoise III* is 14' wide by 8' deep amidships. The hull is of the modified "V" bottom type, so designed as to accommodate a steel tank 11 by 14 feet in the forward hold for transporting alive sea specimens. This tank replaces the usual fish hold, and has an opening through the hull below the waterline approximately 36" x 42". This enables the operators to load larger fish and sea life, such as porpoises, sharks, rays and sawfish, into the tank without damage due to lifting them from the water.

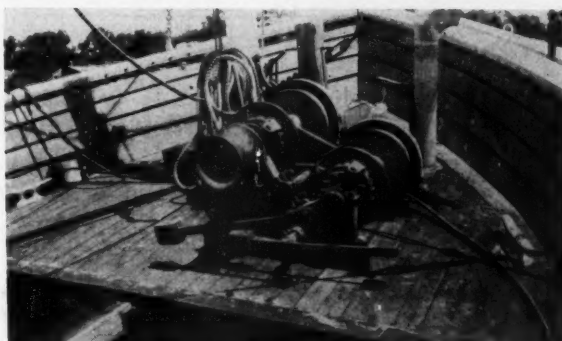
Forward and aft the tank has manifolds with suitable valves and sea-chests to allow a continuous flow of sea water when the boat is underway or at anchor. A 4" suction x 3" discharge Barnes circulating pump, driven off the engine through a power take-off, permits a complete change of water in the tank every three minutes. The tank is finished with Woolsey paint, and can be divided by sliding boards for separation of fish or other sea life which may not be compatible.

The keel for the *Porpoise III* was laid in March of this year, and the vessel was launched May 15. The hull is built of 3½" x 1½" oak frames and 1½" cypress planking

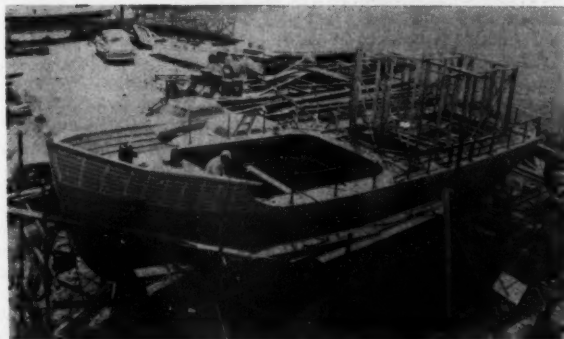
(Continued on page 49)



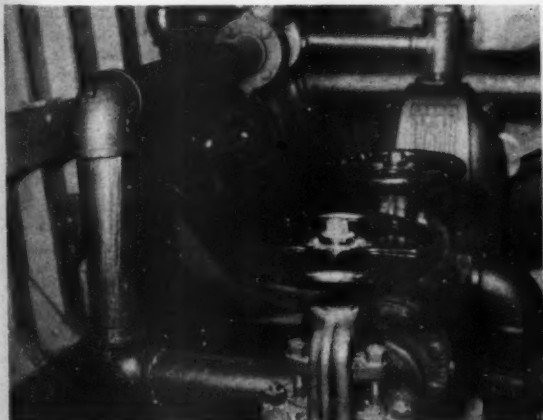
New 46' "Porpoise III", used by Marine Studios for collecting live marine specimens.



Stroudsburg hoist on "Porpoise III".



Trawler "Porpoise III" under construction.



Left: Barnes 4" x 3" pump and Crane valves for supplying sea water to the live specimen tank on the "Porpoise III". At right is the under-water door for loading large fish, beside which is L. D. Hill, chief engineer of Coast Engineering Co., designers of the boat.

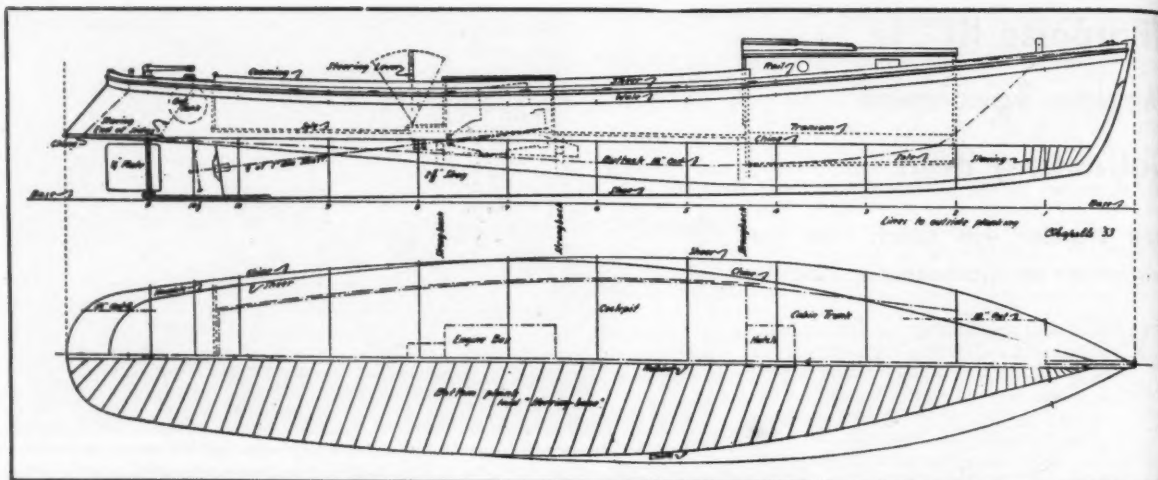


Figure 7—Plans of an old style Hooper Island Launch. This particular boat has a length between perpendiculars of 35'9", beam of 6'10" and draft of 2'.

Design of Hooper Island Boat Has Been Modernized

Beam of these fishing craft increased in recent years to allow use of more powerful engines, Howard I. Chapelle discloses*

A POPULAR style of crabbing and oyster-tonging boat in the middle portion of the Chesapeake Bay is the Hooper Island Launch. Fig. 7 shows the "old style" launch which is no longer being built but is still quite prevalent. The model first appeared on the Chesapeake about 1905 and was a copy of a racing motorboat whose half-model is now in Washington's National Museum.

The Chesapeake Bay racer, as well as the fishing launches based on the latter, were modelled with the chines dead straight lines in profile, and it was intended that the chines and the line of flotation should coincide. The hull-forms were basically the same, the "double-wedge", in which the greatest draft at the rabbet was at or very near the heel of the stem, from which the rabbet ran up fair and finally straight to the waterline at transom. In plan view, the boat was all bow, the greatest beam being at the transom or nearly far aft. From this extreme form, the model used was gradually changed until it developed into the form illustrated in Fig. 7.

The style of launch shown in Fig. 7 was usually narrow, with a beam of one-fifth the overall length, or even a little less. The greatest depth of the rabbet was finally about one-fifth the overall length from the stem and the greatest beam about seven-twelfths the length from the stem at the chine but slightly forward of amidships at sheer. These boats, curiously enough, were found very satisfactory in the short steep sea of the Bay and were also useful in crabbing with a trotline as they ran straight unattended. The peculiar stern was favored for many years by oyster tongs, as a tonger could work over the stern with safety without the quarters of the boat interfering with rocking the tongs.

Beam of Boats Gradually Increased

The narrow beam remained popular as long as the boats used only small marine engines of low power. When automobile engines became common, the greater power available led to an increase in beam. With small power, the narrow boats ran fast; one of the workboats 25 ft. long and 4 ft. 2 in. extreme beam made 15 mph. with a single

cylinder engine rated 7 hp. and probably developing that. The boats are strong and very heavy.

The effect of the straight chine on the lines can be seen in this example of the type. A buttock line 18 in. out has been projected to show the low angle of attack of the bottom along the chine, in spite of the straight-line sections. It is very noticeable that these old launches run very cleanly and show a fine turn of speed with moderate power.

The boat shown, capable of a speed of about 14 mph. with her 6 cyl. automobile engine, lifts forward at about 10 or 11 miles per hour. At full speed she squats slightly. The owner of this boat uses her in the open Bay for Winter tonging and considers her a far better sea boat than his larger and more modern launch, which he uses for party fishing.

The construction shown in Fig. 7 is that called here the Chesapeake Bay mode. The drawing shows the appearance of the bottom planked; the bow is staved up with thick plank beveled on the inside, where each piece bears on chine and rabbet. After the thick stuff is all in place, it is dubbed off smooth on the outside with adze and then planed. The angle at which the bottom plank stands to the keel is determined by trial, so that the slight twist necessary can be worked in; in some instances it almost can be eliminated entirely. With any form of round stern, it is usual to fan the plank at the stern, as shown.

It is apparent that the bottom, laid in this manner, would furnish no support to the long keel; even though the keel be of large cross-section there would be deflection and so a limber, leaky bottom would result. To avoid this, strongbacks are worked into the hull; these consist of a heavy timber running square across the boat inside from chine to chine. Due to the amount of deadrise, the timber can be secured to the keel only through heavy chocks resting on top of the keel member. The ends of the cross-timber or strongback are kneed to each side of the hull.

There are usually at least two of these in a boat, one at the after bulkhead of the cuddy and one at the fore end of the engine; many boats have two at the engine, as in the example, with only the fore one kneed to the sides, the aftermost one being a mere floor-timber and used to support the fore ends of the engine beds, or bearers. The ends of this floor-timber are merely pinned to the chine

* This is the fifth of a series of articles on design of small fishing boats by Naval Architect Chapelle of Cambridge, Md. It was abstracted from a paper presented at the recent FAO International Fishing Boat Congress at Miami, Fla.

logs. So end of

These plankings of the seam-co

One of stern be the dra length of the reamed

The a the tab after fa bored a the rul water-l years in

The m and ver up to the bent m padding. The ste sharpie being v tree to are the bottom

In so and a the pr allows tween wale is around staving Raised the tru From the Ch framing not rec to the locally a Hoop model boats o

As a gasolin Island

Figure draft,

AUGUST

logs. Some boats have a similar floor-timber at the after end of the skeg.

These boats are built cheaply but well. The bottom planking is not caulked, but is fitted with the inner edge of the seams tight and the seams are merely paved with seam-compound, before the hull is painted.

One of the common features in these launches is the stern bearing; this is made of an oak cleat, as shown in the drawing, which contains a rubber bushing made of a length of steam-hose, which sockets into the shaft hole of the skeg an inch or so; the shaft hole having been reamed out large enough to allow this for that length.

The after end of the hose is split a number of times and the tabs thus formed are bent down and tacked to the after face of the oak cleat with copper tacks. A hole is bored athwart the shaft hole in the skeg, just forward of the rubber hose and the result is a very inexpensive water-lubricated rubber stern bearing. These last for years in the launches.

The round stern is built with an upper and lower frame and vertical staving; the top frame is sometimes padded up to the crown of the deck and faced off with a steam-bent moulding; as in the example. Most boats have no padding and the deck comes down flat around the stern. The stern is made of an inner member and a cut-water, sharpie fashion. The keel member is really a keelson, being wholly inside the boat; and is hewn from a curved tree to profile, in a single length. The skeg and the keel are then bolted to the keelson, so that no rabbet for the bottom plank is required.

In some boats the keelson is brought to the cutwater and a rabbet cut across it for the bow staving and then the projecting end is dubbed off with the staving; this allows a curved rabbet to be formed in appearance between the chines and the keel which some admire. The wale is made up of a thicker plank than the sides, but around the stern the wale is made of very short vertical staving, or blocks, nailed to the stern frame at deck level. Raised fore decks are very rare in Chesapeake launches, the trunk cabin being preferred.

From the drawing and description, it will be seen that the Chesapeake manner of building avoids a complete framing system and spiling of the bottom plank also is not required. The round stern was estimated to add \$300 to the cost of a launch in 1949. The round stern is called, locally, a "dove-tail". The type of launch shown is called a Hooper Island Bateau from the place where boats of the model were built; "bateau", there, is applied to V-bottom boats of any type.

Modern Version of Hooper Island Launch

As noted earlier, the availability of powerful light gasoline engines at low cost caused changes in the Hooper Island style of launch. Not only was the beam increased

but the depth of hull, or amount of deadrise in the bottom, was lessened. Copying the yachting craft, the builders also made the topsides curved in frame and the curved, vertical transom of the yacht became popular.

Fig. 8 shows an example of a modern version of the Hooper Island Launch of the smaller size. The boats are built in lengths from 20 to about 55 ft. The boat shown was fitted with one of the low-cost automobile engines, used in a popular make of automobile, which drove the launch at 25.1 statute miles per hour over a carefully measured course. At this speed the boat was running with her stem well raised and without much settling aft.

In examining the types of launches it is to be noted that only a few are modelled and built as inexpensively as possible. Attempts are made, in most types, to improve the boats by copying features of pleasure motor boats.

An example of this is the Hooper Island Launch in Fig. 8. The use of curved topside frames and of the vertical transom bent to a radius illustrate this copying of yacht features. It is to be noted that these add to the cost of the boat without making her safer or more efficient.

Pilot Houses and Steering Shelters

In recent years, in the United States, most types of fishing launches have had pilot houses or semi-enclosed steering positions fitted. In the larger boats, the wholly enclosed pilot houses can be justified, but in the smaller launches such as lobster and oyster boats, it is very doubtful if these serve a very useful purpose. Their windows soon salt up in a fresh breeze and so must be lowered in order to see to steer, and the result is that the helmsman has little real protection underway.

But the real objection to half-houses or semi-enclosed steering shelters is the false sense of security they apparently give, which leads to large cabin companionways without proper coamings. Hence, if the cockpit fills in a sea, it is not uncommon for a launch to swamp by filling the cuddy or cabin. Some launches are actually top heavy due to large semi-enclosed shelters and 'can be blown over; accidents of this kind are on record.

Shelter for the helmsman is admittedly desirable in boats working during cold weather and might be obtained, in small launches with cuddys, in the manner used in many Hooper Island Launches and in some New England boats: the Block Island house. This consists of a trunk over the companionway high enough to permit the helmsman to stand in the hatch, or to sit there if the boat is small, and steer. Windows, to open outward, are fitted to the trunk.

With a wheel or steering lever, or yoke lines, steering in the companionway is readily made possible and it is made comfortable if the cuddy has a heater in it. The small trunk steering shelter produces no dangerous windage, leaves the cockpit clear and does not naturally lead to a lack of a coaming in the companionway door.

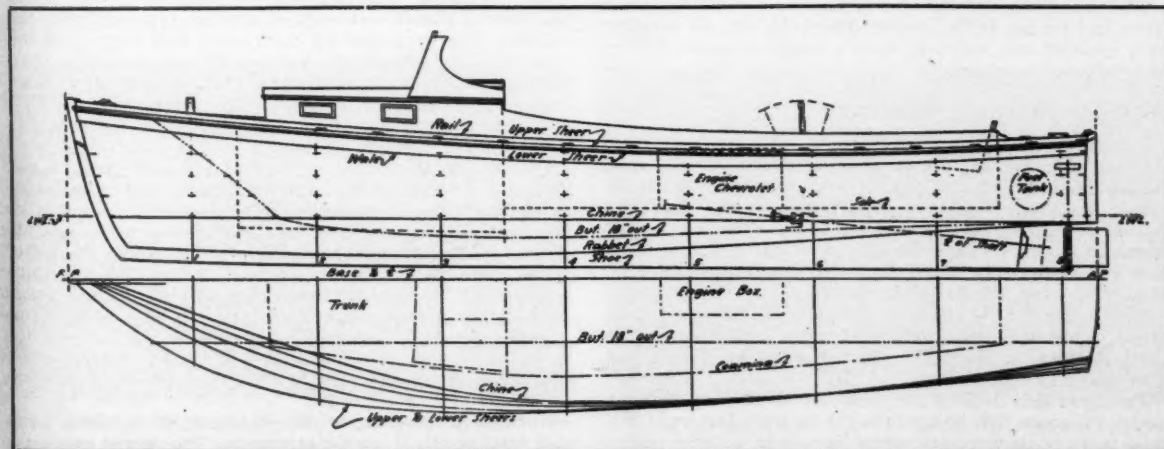
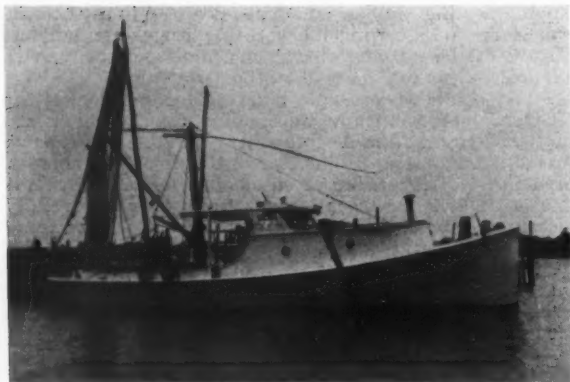


Figure 8—A modernized version of the Hooper Island Launch. Dimensions are: length between perpendiculars, 24'10 1/2"; beam, 6'7 1/2" and draft, 1'4".



38' shrimp "Eva" owned by Robert B. Pittman of Oriental, N. C., and powered with a 115 hp. Chrysler gasoline engine with 22 x 19 Columbian propeller. The vessel is finished with Woolsey paint, and is equipped with Plymouth cordage, Wickwire wire rope, Ederer nets, Danforth anchor and Hudson American Corsair radiotelephone.

North Carolina Shrimp Season Delayed by Cold Weather

As the shrimp season reached its peak late last month, some 300 to 400 boats were expected in Engelhard. Earlier in the month there were about 100 boats operating. Besides local shrimpers, boats are expected to come from Hatteras, Atlantic, Morehead City, Norfolk, Pamlico River, Coinjock, Hoboken and other places.

Only about 100 headed boxes of shrimp were handled the latter part of July but shrimpers say that this was expected so early in the season. Unusually cold weather has delayed the season for as much as two or three weeks, but better weather and good runs should bring more shrimp into Engelhard. Shrimp brought in, although few, were described as large and indicative of a good season.

New Research Vessel

The University of North Carolina Institute of Fisheries Research has a new 46'x14'x4½' research vessel named the *Machapunga*. Built by the Williston Boat Works of Williston, N. C., the vessel was especially designed to work in the shoal waters of the sounds as well as in the ocean. It is equipped with a recording depth finder, automatic steering device, radiotelephone, oceanographic winch, trawl winch, standard-sized otter trawl, oyster dredge, plankton nets, water samplers, and temperature measuring devices for different levels.

The new research boat was named for a North Carolina river and for an Indian tribe. The craft can be manned by a crew of two, and will have a cruising speed of from 10 to 12 knots per hour.

Weather Hampers Fishermen

The northeast wind which brought cold weather to the Manteo area the middle of July disrupted commercial fishing around Roanoke Island and reduced catches to almost nothing. Crabbers report an average to good season, and early shrimping reports indicate an average season following an exceptionally good one last year. Less than ten shrimp boats are expected to operate from the Island this year, against 30 or 40 in earlier years.

Only a few fishing rigs are operating in this area, most Island fishermen selling their catches farther south at Avon, Hatteras or Rodanthe where the fish are larger and of a generally better class.

Wanchese fish dealers say that the season started out good with more fish being brought in than last year because more boats were operating. However, catches began falling off the week of July 5, when only about 100 boxes were brought in. Pound net fishermen have been making

good catches of star butters and Spanish mackerel near Hatteras.

New Laboratory Building Opened

The personnel of the Fish & Wildlife Service at Pivers Island started moving into the new \$70,000 laboratory building last month. G. B. Talbot, director of the laboratory, says completion of the new building marked the third phase of the modernization program and left one phase to be carried out, the building of dormitories to house investigators.

Two-thirds of the new building, which is 32 by 166 ft., will be used as library and office space and the other third will be devoted to research laboratory space.

Connecticut Mass Spawning Of Oysters Begins

Oysters this summer retained their spawn longer than usual, but on July 25, mass spawning finally began. If conditions are favorable and the eggs discharged during this mass spawning survive their long free-swimming period, during which they are exposed to many dangers, the fastest growing individuals may begin to set about August 9. However, the exact date cannot be predicted because of a variety of factors, such as water temperature and quantity and quality of food available.

It may be of significance that the so-called combjellies, transparent comparatively small aquatic forms that resemble jellyfish, are virtually absent from the Sound water. Their absence could be a favorable factor entering into the matter of survival of larvae.

This Summer, with the cooperation of the F. Mansfield and Sons Co. and H. C. Rowe Co. of New Haven and Cedar Island Oyster Co. of Milford, the Fish & Wildlife Service laboratory at Milford will conduct an experiment to help the industry get more oyster set. The experiment is based on the principle that clean, recently-planted shells are much better collectors of oyster set than those that have been on the bottom for some time and have become fouled with silt and various types of marine growth.

Fouling of shells often happens in the practice of oyster cultivation in Long Island Sound, where some companies plant the bulk of their cultch (oyster or clam shells) yearly in July, although the heaviest set of the season may occur as late as September.

In some years, no oyster setting of commercial importance takes place in Long Island Sound. In such cases the planting of more than a million bushels of oyster shells represents a financially unprofitable operation.

In conducting its experiment the laboratory will establish special stations at each of several representative locations. The participating companies will daily pick up at each of the stations the laboratory's set collectors, consisting of large-mesh wire bags containing oyster shells. These will be brought the same day to the laboratory for microscopic examination of the surfaces of the shells to count the recently set oysters.

The set counted on a certain number of shells taken from the collectors will provide the necessary information on the intensity of setting in each area. This data will be conveyed immediately to the oystermen who, in this manner, will be kept constantly informed about the progress of the setting.

When it is decided that the setting in certain areas has reached the desired intensity, the oystermen will begin planting the shells reserved for that purpose.

Channels Being Dredged

Work is progressing on the dredging of the East Norwalk and South Norwalk channels. The Army had estimated the cost of the work at \$140,925, but the low bid was considerably below that amount.

R EC
sh
Sh
at its th
ico Cit
standar
ing the
freezing
fined to
ards wi
implem
vised.
In wo
Quality
Carlton
much e
control
cannot
unless t
tion lea
ford, w
a fleet
An
preserv
bacteri
First o
should
duction
The co
more s
conditi
drag, t
of the
The
trawler
longer
fore ic
dumpe
Anot
be pile
tained
ice sho
ered n
with ic
ness of
The
brush
after r
anothe

Three
Americ
preside
and P

Shrimp Association Adopts Quality Program

Rigid sanitation controls set up at production and processing levels by International organization at Mexico City Convention

RECOGNIZING that high quality in shrimp begins at the boat level, the Shrimp Association of the Americas, at its third annual convention held in Mexico City July 15-17, adopted minimum standards of quality and procedure governing the catching, handling, packaging and freezing of shrimp. For the present confined to frozen shrimp, the use of the standards will be entirely voluntary as will the implementing inspection service to be devised.

In working out the quality program, the Quality Control Committee, headed by Carlton Crawford of Palacios, Texas, placed much emphasis on sanitation and quality control aboard the trawler. "The industry cannot deliver good quality to the consumer unless the quality is good when the production leaves the boat," commented Mr. Crawford, who owns Crawford Packing Co. and a fleet of 10 trawlers.

An eight-point program for assuring preservation of quality and the deterring of bacteria growth in shrimp aboard the trawler, was adopted. First of the eight points designates that no trawl or drag should exceed two and one-half hours. This means a reduction in average dragging time from four or five hours. The committee stressed that shorter drags will result in more shrimp being brought aboard alive, and in a better condition for those shrimp not still alive. The longer the drag, the bigger the catch and the more the early part of the take is bruised.

The second point of the control program aboard the trawler requires that shrimp shall not remain on deck longer than two hours after dumping from trawl net, before icing down. A second trawl catch should never be dumped on top of the one before, it is emphasized.

Another point in the program requires that ice should be piled against all walls of the holding bins and maintained at all times at a thickness of not less than 3"; that ice should be admixed with shrimp and the shrimp layered not to exceed 4" in thickness and should be overlaid with ice to a thickness of not less than 1½ times the thickness of the shrimp layer.

The deck of the trawler should be scrubbed with a brush or broom and washed with a stream of sea-water, after removal of shrimp from each trawl load and before another load is dumped on deck.



Officials of the Shrimp Association of the Americas. Left to right: Jim Barr, executive secretary; Pedro Pinson, retiring president and chairman of the Board of Directors; and new President Harry Sahlman (speaking).

After unloading, holds and decks shall be washed with clean water and holds shall be chlorinated with not less than 100 parts per million chlorine, or an equivalent sanitizing agent. It is provided that where holds are metal-lined, seams shall be soldered or welded.

The program covers 14 requirements to insure sanitation in processing and freezing, and 21 additional points covering handling and packaging, all aimed at assuring a uniform quality and shrimp count.

Minor changes in the packaging count of shrimp were recommended by the committee. It set up 11 different counts, beginning with "10 and under". Other counts recommended are: 12 and under, 15 and under, 16-20 (to replace the basic 15-20 count), 21-25, 26-30, 31-35, 36-42, 43-50, 51-60 and 61 and over.

The new quality program covers details regarding "overs and unders" in a package and of the number of broken pieces which may be allowed in a carton.

Seek to Reduce Production Costs

A feeling of mild optimism prevailed throughout the three-day meeting, even though most members of the industry admitted that they had suffered financially from

(Continued on page 30)



Three prominent Mexican members of the Shrimp Association of the Americas. Left to right: Mauricio Madero, who was elected first vice-president; Francisco Romo Castro, treasurer of Mexico's association; and Pedro Palazuelos, former president of the Mexican association.



Some of the committee heads of the Shrimp Association of the Americas. From left to right: Carlton Crawford, Quality Control; Virgil Versaggi, Advertising; Will Hardee, Membership.



Commercial fishermen's pier at Marquette, Mich. Several fishing companies and as many as 50 men are employed at times by the local fishing industry.

Great Lakes Whitefish Takes Show Marked Improvement

On the Great Lakes, generally, except in certain areas of Lake Michigan, gill and trap net production of whitefish indicated marked improvement. But whether this will effect a better overall production in this species is yet to be seen. Trap netters operating on Lake Superior did somewhat better on whitefish than anticipated, and whitefish catches on Lake Erie weren't bad except for numbers of the smaller sizes showing up in nets.

Landings of herring, burbot, and smelt on Lake Superior were light. But fishermen enjoyed a good sucker yield during early summer.

On Green Bay walleye production was fairly good. In Bay de Noc, commercial walleye fishing is restricted during summer, and producers are obliged to fish the fringes of the prohibited area. Cliff Long, Escanaba district fisheries supervisor, reported good walleye fishing in the vicinity. The bulk of the catch is in the 16 to 20-inch size range with few larger fish.

Conservationists are somewhat concerned over the possible effect on spawning walleyes of electronic lamprey control devices installed in Bay de Noc streams by the Fish & Wildlife Service. Conservation officers who control the Whitefish River, principal walleye spawning grounds at the head of Little Bay de Noc, report there are fewer walleyes on the grounds this year than last. The electronic devices are located in every stream of consequence. This leaves only the bays for spawning, and there the mortality on young fish is much larger.

Green Bay perch and chub netters have been getting fairly good catches around the Washington Island area, and herring takes are showing better.

From Lake Michigan, chub catches are improving, while yellow perch yields are still fairly heavy.

In the Strait of Mackinac area perch fishing has been good in Les Cheneaux Island area, where pike takes have been impressive, too.

On Lake Huron, perch netting was good off Sebewaing, Bayport and Port Hope, in from 12 to 22 ft. of water.

Georgian Bay fishermen of Lake Huron have desisted from netting whitefish for a space to preserve stocks and to effectuate a better price.

Since sea lampreys prefer the deeper water, it is believed that Georgian Bay, which is relatively shallow in many spots, has become a sort of refuge for whitefish. Some lake trout also have been taken in the northern part of the bay.

In the lower Detroit River commercial operators are still taking fairly good trap net yields of mixed fish.

Lake Erie trap netters, who have been taking the bulk of the fish, are doing fair on perch, white bass, pickerel, blue pike, shad, herring, and getting considerable rough fish such as carp and suckers.

Smelt Yield Impressive

The 1954 smelt run in the Escanaba, Mich. area was very heavy, according to B. A. Griffin, president of Griffin's Associated Fisheries whose plants are located in Barnstable, Mass. and Milwaukee, Wis.

Mr. Griffin said the smelt season was most successful. The weather all through production period was cool to cold, and a substantial pack of finest quality quick-frozen smelt was accomplished.

Griffin revealed, however, that a tremendous waste of smaller smelt occurred this season. He pointed out that if these small fish could be thrown back while still alive and given an opportunity to spawn, a sizable catch of smelt would be assured in future years.

Plan Carp Raising Project

Herman Shmukler and Arthur Gelfont, Philadelphia fish dealers, plan to revive the unusual Toledo, Ohio industry that has been dormant for several years—the raising of carp for sale in the eastern states. They have purchased the old Mathias carp pond at the mouth of the Ottawa River near Toledo, and are in the process of re-viving the business.

Carp will be purchased from Toledo area fishermen and it is planned to develop dock space for fishing craft. Carp netted for shipment are tossed back into the pond unless they weigh 2½ to 3 lbs. Based on this poundage, the firm expects to maintain upward of 50,000 carp in the pond.

Fishermen Asked to Report Tagged Fish

Experiments have been under way in Pennsylvania River tributaries of Lake Erie to determine possibilities of establishing significant rainbow trout runs. Several thousand rainbow trout ranging from 3" to 6" were introduced to several streams.

During spring and summer of 1953 five of these marked trout were recovered in the pound nets operated by Fred Ralph Fish Co. on Lake Erie. In October 1953 an additional 8,000 were planted. Commercial fishermen who recover any of these marked fish are urged to report such recovery to Dr. Blackhurst, Port Dover, Ontario. The marked fish have a right pelvic fin missing, which is a comparatively new method of "tagging".

Fish Die-offs Believed Due to Hot Weather

Mortality of hundreds of perch which have been washed ashore from Lake Michigan at the Pere Marquette Park at Manistee, Mich., is believed to be the result of hot weather. The mortality occurs annually, although not in the same territory.

Stokdyk Fish Co. Incorporates

Kenneth Stokdyk Fish Co., Inc. has been formed in Oostburg, Wis. Although the firm has been in business for 10 years, it was not incorporated until June of this year.

The principal kinds of fish caught and sold are herring, chubs and perch, and a few trout and whitefish, the catches running from a couple of hundred pounds to several thousand. Fish are sold both at wholesale and retail.

The firm operates its own fishing vessels, including one scow, one skiff, one twine boat and one tug.

Ontario Fish Production

The estimate of catches from freshwater fisheries in the Province of Ontario for the first quarter of 1954 has been published by the Minister of Lands and Forests. The figures show a total of 2,595,000 lbs., a decrease of 12.6% from the first three months of 1953.

Lake Erie, from March 1, produced 1,629,000 lbs., nearly two-thirds of the total catch for the Province. The severe drop in blue pickerel and whitefish in the lake was counterbalanced by considerable increases in the landings of perch and white bass.

New Bedford Seafood Landings Show Million-Pound Increase

Totaling 10,394,000 lbs., June fish and shellfish landings at the port of New Bedford showed a gain of nearly a million lbs. over June, 1953. In the food fish classification, haddock landings were the heaviest of any variety, amounting to 1,849,000 lbs., for an increase of about a half million lbs. compared to the same month of last year.

The sea scallop catch was 1,503,000 lbs., against 1,775,000 lbs. in June, 1953. Approximately a third of the total landings were mixed fish for reduction purposes. The yield of these so-called trash fish was 3,866,000 lbs., and showed an increase of more than 600,000 lbs. over June of last year.

Cod production amounted to 454,000 lbs., which was over twice as heavy as in June, 1953. The lemon sole catch, at 691,000 lbs., was about seven times as much as last year. However, blackback flounder landings fell to 557,000 lbs. from 1,020,000 lbs. The dab catch totaled 166,000 lbs., and showed a decrease of 344,000 lbs.

Changes Over to Scallop

The *Laura A.*, owned by Chris Aiello has been changed over to scalloping at Peirce & Kilburn, Inc., Fairhaven. The boat, built at the Fairhaven yard in 1941, has been shrimp fishing in Florida.

New Winch for "Wawenock"

The Hathaway Machinery Co., Inc. of Fairhaven is building a Model 12-53 Hathaway winch for the dragger *Wawenock*, which was designed and built last year by Harvey Gamage of So. Bristol, Me. The new model will have 700 fathoms of $\frac{7}{8}$ " cable and 525 fathoms of 1" cable. It will enable the vessel to fish in deeper waters.

The 117 ft. *Wawenock* is the largest wooden fishing vessel constructed for the New England fleet in many years. She goes redfishing on the Grand Banks and has mechanical refrigeration in her hold, making it possible to remain longer on the grounds.

Vessels Overhauled

The *Mary & Joan* owned by Herman Saunders has had new rigging and an overhaul at Peirce and Kilburn's, and the *Venture I* and *Hope II* have had complete paint jobs.

On the Ways at Kelley's

At D. N. Kelley & Son, Fairhaven, the scalloper *Newfoundland*, owned by Capt. John Murley has been painted from mast to keel with International paint, and a similar job has been completed on Morris Clattenburg's *Two Brothers*. Engine overhauls have been made on the *Grayling* owned by August Gil of New Bedford and Arne Pedersen's *Question*.

The *Sea Hawk*, owned by John O'Malley of New Bedford, has had a new propeller shaft and propeller repairs at Kelley's, and Claude Atkinson's *Annie Louise* has been equipped with a new rudder. Ike Norton's scalloper *Ursula Norton* has had a general overhaul, sheathing and caulking.

Dragger Demagnetized

The dragger *Jacintha*, struck by lightning recently while fishing 125 miles east of Nantucket, has been demagnetized at Hathaway-Braleigh Wharf, Fairhaven. The antenna of the vessel was struck by a bolt and the lightning followed the wires into the steel-hulled pilot house, magnetizing all electrical equipment.

Workmen wrapped the pilot house with strands of wire through which 110 volts at 14 amperes of alternating current were sent 24 hours daily from shore for four days before adjustments were made to magnetized units.

Capt. Sofus Mortensen of Fairhaven is skipper of the *Jacintha*.



Capt. Rudolph Matland's 70' groundfish dragger "Joan and Ursula" of New Bedford, Mass. She is powered with a WM-1905, 7 x 8 1/4 Wolverine-Waukesha Diesel rated 255 hp. at 1000 rpm. With 3:1 Snow-Nabstedt reduction gear and 56 x 38 propeller, it gives her a speed of 9 1/2 knots loaded. Other equipment includes Columbian rope, 75-watt RCA radiotelephone, Raytheon Submarine Signal Fathometer, Loran, Westinghouse Tridyne controls, Twin Disc power take-off, Roebling wire rope and New England hoist. The craft is skippered by Capt. Paul A. Matheson, Jr.

Massachusetts Research Vessel "Delaware" Again Operating

The research vessel *Delaware* returned to East Boston on July 4 from the initial cruise of the 1954 season. The vessel was at sea for a period of five days during which time fishing was carried out in the Georges Bank area.

The catch totaled 11,500 lbs. of fish, among which were haddock, yellowtails and cod. Approximately 2,500 lbs. of this was frozen.

Stanley Peterson, technologist of the Army Quartermaster Corps Food & Container Institute, Chicago, Ill., was aboard as an Army observer to assist in preparing part of the catch of iced and frozen fish for use in the processing of frozen fish fillets, fish squares, and fish sticks for consumer acceptance studies by the Institute.

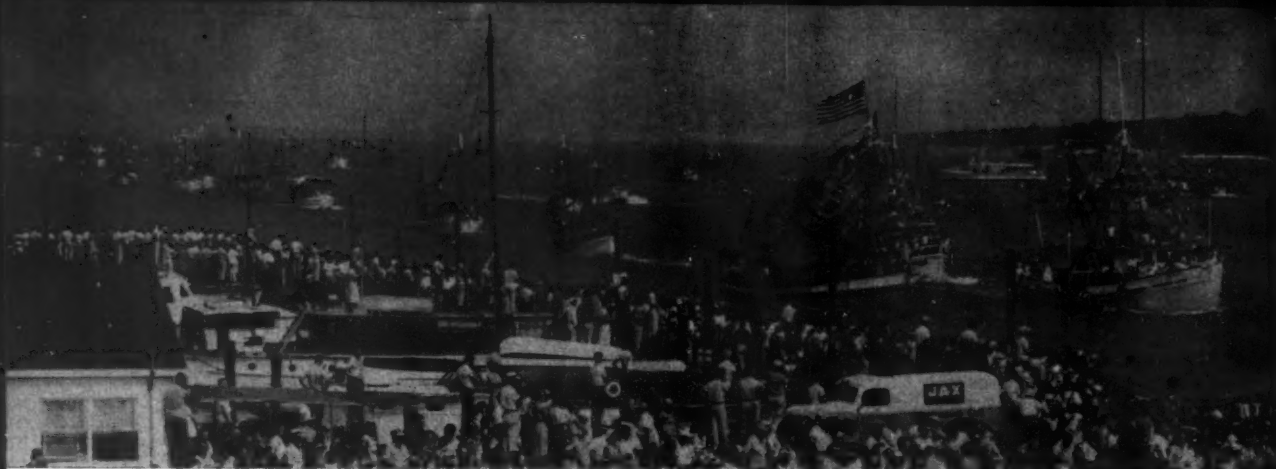
The first trial batch of 20 large lobsters captured in a trawl net 200 miles offshore were brought alive and kicking into East Boston aboard the *Delaware*. They will be used in a study to determine the possibility of replenishing the inshore lobster population under a joint federal-state project.

The offshore lobsters will be transferred from the federal research vessel to the Mass. Department of Natural Resources for tagging and release in the coastal waters. The 20 lobsters, representing the first trial batch, were mostly 10-lb. females laden with eggs, according to Francis W. Sargent, director of Marine Fisheries. Some of the lobsters are now being held in a pound on the North Shore for observation of survival rate. The prospective mother lobsters were transferred to the State lobster hatchery at Martha's Vineyard.

Numbered, Monel metal tags will be attached in the future to the lobsters before release so that data may be compiled to learn whether the offshore lobsters will remain in local waters.

Two Big Days at Fish Pier

On only two days last month did the Fish Pier receive over 1 million pounds of fresh fish. The first was on the 12th when 21 boats landed 1,108,700 lbs., and again on the 28th when 14 vessels brought in 1,349,200 lbs.



A view of the Biloxi, Miss. shrimp fleet on parade past the Biloxi Port Commission small craft harbor.

Tenth Annual Blessing of Biloxi Shrimp Fleet

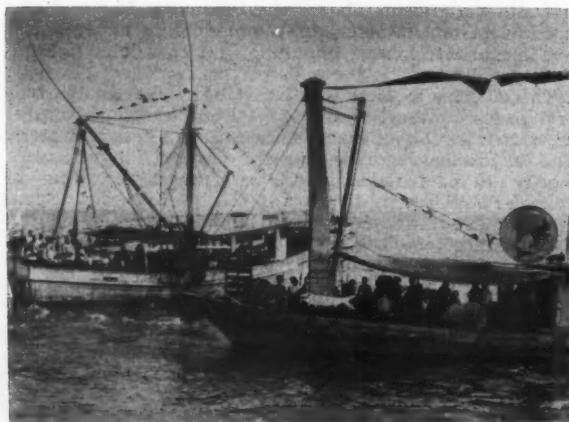
HALF of Biloxi's 900 fishing boats participated in the mammoth Blessing of the Fleet at this Mississippi Gulf Coast shrimp and oyster center. The "Blessing", an old world custom, was the feature event of the three-day Tenth Annual Biloxi Shrimp Festival which also highlighted shrimp boat races, marine exhibits, a street parade and selection of a Shrimp Queen.

Sunday, August 1st, was the climactic day in which over 400 boats of Biloxi's vast shrimp fleet paraded single file up and down the beach front harbor and passed individually astern the *Little John* to be blessed by Reverend Herbert Mullin with the ancient "Ritual of the Sea".

Dozens of the shrimp trawlers were decorated in competition for the prizes offered. Kuluz' Brothers *Gulf Beauty*, captained by John Bourgeois, captured first place with a beautiful scene depicting Christ talking to Saint Peter and the other fishermen of Galilee. Second place went to the *Sam Mavar* of the Mavar Shrimp and Oyster Co., entered by the Fleur de Lis Society and piloted



Best decorated boat in the 1954 shrimp blessing parade was the "Gulf Beauty" owned by Kuluz Brothers of Biloxi, Miss., and piloted by Capt. John Bourgeois.



The 1953 prize-winning boat "Julia" was in the running again this year, and received an honorable mention. Here the "Julia" (right) receives the blessings of the priest as she passes the official "blessing" boat "Little John". The sign atop the "Julia" reads "Little Shrimp Nickels Make Big Biloxi Dollars".

by Captain Oscar David. Third place honors were captured by Steve Kuljis' entry, *Glenn Robert* which featured a shrimp net atop with "future—present—past" the theme.

Lovely Miss Kay Freeman, sponsored by the Sea Coast Packing Co. of Biloxi, was chosen Shrimp Queen of 1954 over a field of 12. The coronation and dance rounded out the first night of the festival which presented to citizens of the South a beautiful fifteen-boat street parade. Each float was appropriately designed with a fishing motif and was ruled by one of the queen contestants.

A special event was the first shrimp boat race held in the 250-year-old city. The *Biloxi Adventurer* garnered first place honors in the 190-205 horsepower Diesel engine class; *Groue Brothers* was first in the 115-165 horsepower class and *Brenda* was first in the 50-85 horsepower class. The race course was a 24-mile outside waterway.

On the night of the 30th the accent was on palatable shrimp dishes. Under the skilled guidance of the ladies of the Slavonian Benevolent Association of Saint Nicoli, the shellfish underwent some magic transformations and emerged to the complete satisfaction of the most particular gourmet. Dishes served were shrimp gumbo, shrimp jambayla, shrimp-stuffed pepper, shrimp-stuffed eggplant, french-fried shrimp, shrimp slaw, shrimp salad with potatoes, shrimp spaghetti, shrimp patties, boiled shrimp with remoulade sauce, and barbecued shrimp.

A marine exhibit was centered at the Biloxi Com-

munity I
by the
thronged
attraction
Peelers C
the mach
Another
by the N
sors of
traveled
take pan
sels by
Kennedy
sels by S
Other
Balius M
Compan
Moran F
pany, G
exhibito
Laborato
Craft Co
Sunda
erend M
ordained
sermon.

The T
the Slav
cooperat
Amongst
the com
by John
Oyster
Festival
The I
industry
Reputed
center,
plants
little sh
Biloxi l
ries of
yore w
nickel
"Little

Lou
Low

Repr
Congre
Allen F
ing for
relief t
prices.
Hunc
includi
Patters
week i
sumed
ports.
The
brough
Delcan
\$77 a b
Rep.
unsucc
on all
shrimp
Men
trying
period
discuss

AUGUST

munity House and was declared an outstanding success by the exhibitors and the thousands of visitors who thronged the booths during the three days. The center of attraction was the shrimp deveining machine of the Peelers Company of New Orleans. Deveined shrimp from the machine were served at the booth.

Another exhibit of interest was an ice-making machine by the N. O. Nelson Co. of Jackson, Mississippi. The sponsors of the Southland Battery Co. booth of Dallas, Texas traveled by boat to Biloxi in their 54-foot Chris-Craft to take part in all the marine events. General Motors Diesels by Kennedy Brothers of Biloxi, Murphy Diesels by Kennedy-Morris Co. of Biloxi and Caterpillar Marine Diesels by Stribling Brothers of Gulfport were displayed.

Other firms exhibiting were Bel-Blu Sporting Goods, Balius Marine Hardware Company, Bird Fire and Safety Company, Bay Sporting Goods, Standard Oil Company, Moran Boat Works, Biloxi Machine and Equipment Company, Gorenflo's Sport Shop, all of Biloxi. Out-of-town exhibitors were Avondale Marine Ways, Inc., Sudbury Laboratory, Sponge Rubber Products Co., and Carter Craft Corp.

Sunday's Blessing ceremonies were conducted by Reverend Mullin, assisted by a native Biloxian recently ordained, Reverend Nicholas Filipich, who delivered the sermon.

Sponsors of Blessing

The Tenth Annual Shrimp Festival was sponsored by the Slavonian Benevolent Association of Saint Nicoli in cooperation with the Biloxi Chamber of Commerce. Amongst the sponsoring organizations membership came the committeemen who promoted the 1954 show, headed by John Mavar, Jr., co-owner of the Mavar Shrimp and Oyster Co. and general chairman and spark plug of the Festival.

The Festival gave Biloxi's multi-million dollar shrimp industry an auspicious start for another banner year. Reputedly the world's largest shrimp and oyster canning center, Biloxi's score of large shrimp packing and freezing plants employ over 5,000 persons. Long years back the little shrimp nickel was the stabilizing influence of the Biloxi home and the lifeblood of Biloxi business. Memories of the all-importance of this sea product in days of yore was depicted by the *Julia* which carried a huge nickel atop the pilot house and a billowing sign reading "Little Shrimp Nickels Make Big Biloxi Dollars".

Louisiana Fishermen Protest Low Prices on Shrimp

Representative Edwin E. Willis of the Third Louisiana Congressional District revealed recently that Senator Allen Ellender is drafting a joint protest to Congress asking for application of all possible remedial laws to bring relief to shrimp fishermen caught in a squeeze of falling prices.

Hundreds of shrimp fishermen along the Gulf Coast, including those in Delcambre, Morgan City, Berwick, Patterson, and Brownsville, Texas, went on strike for a week in protest of the sliding prices. However they resumed fishing when boats started out from other Gulf ports.

The slump in shrimp prices was claimed to have been brought about by heavy shrimp imports from Mexico. A Delcambre fisherman stated that shrimp had fallen from \$77 a barrel to between \$40 and \$55 a barrel.

Rep. Willis introduced a bill some time ago which was unsuccessful, to impose an ad valorem duty of 35 per cent on all shrimp imports, including shrimp tails, canned shrimp and the frozen product.

Men in the industry and unions everywhere are now trying to arrive at a solution which would tend to relieve periodic gluts on the market. Several methods have been discussed. One would be to try to get the government to



The "Carlson Raider", captained by Morris Duet of Cut Off, La., arriving at the unloading dock of the Vinet Packing Plant in Delcambre with 9 barrels of shrimp.

buy up shrimp holdings for use by the armed forces or in the school lunch programs.

Seek Uniform Rules on Army Shrimp Buying

Recommendations for a uniform set of regulations for the purchasing of shrimp by the U. S. Army were made at a meeting of shrimp dealers, canners and federal government representatives in New Orleans on July 27. Dwight V. Hoy, a fishery marketing specialist with the Fish & Wildlife Service, said an interim hearing will be scheduled at a later date after the recommendations have been studied.

Conrad to Have Floating Dry Dock

The first floating dry dock to be installed at any port between New Orleans and Orange, Texas, will be in use in Morgan City within the next two months.

Parker Conrad of Conrad Industries announced recently that his firm has a steel floating dry dock being built for use in Morgan City. The structure measuring 90 x 50 ft., will be moored in the Atchafalaya River near the Conrad shipbuilding plant. It will accommodate craft up to 140 ft. in length and 35 ft. wide, with a capacity of 700,000 gross tons. The dock will be 20½ ft. high.

Fire at Dock of Menhaden Plant

A 90-ft menhaden boat, \$80,000 worth of fishing nets, four dockside bunkhouses, office buildings, a dock structure, truck and other equipment of the Louisiana Menhaden Co. at Cameron, were destroyed by fire early last month.

The destroyed boat was the *Graceland-George*, owned by Capt. Santos Carinhas of Patterson, one of a fleet of 12 used for menhaden fishing. Capt. Carkey Johnson was to have taken command of the ship the next day, the fleet not having gone out to fish because of rough weather.

Shrimp Festival to Be Held at Delcambre

The Fifth Annual Iberia Shrimp Festival at Delcambre will be held on August 15. All of the events that have marked previous celebrations will be repeated this year, according to Johnny LeBlanc who is public relations chairman for the celebration.

Alabama Landings Show Gain

May fish and shellfish landings in Alabama amounted to 633,874 lbs. as compared with 573,605 lbs. the previous month, according to the Fish & Wildlife Service. Shrimp production of 247,380 lbs. accounted for nearly 40 percent of the May catch. Landings of other important species during the month were red snapper, 128,007 lbs.; crabs, 101,896 lbs.; and mullet, 69,089 lbs.



Capt. G. T. Danforth's 42' party fishing boat "Boy Scout" of Freeport, Texas. Her equipment includes 110 hp. Superior Diesel, Bendix depth recorder and Apelco radiotelephone.

Texas Shrimpers Blessed at Aransas Pass Ceremony

More than 10,000 persons attending the Blessing of the Fleet ceremony which concluded the sixth annual Shrimp-O-Ree held at Aransas Pass on July 3 and 4. Felix Bruney's *Wrangler* was judged the best decorated boat in the 61-ft. and over class, while Marion Starcic's *Bonita* won similar honors in the 60-ft. and under class.

Ministers aboard the flagship *Wrangler* circled Conn Brown Harbor while prayers were offered for the safety and prosperity of the fishermen. The ceremony ended when the *Wrangler* paused in the middle of the harbor while Harry Carter, lay reader of the Episcopal Church of Our Saviour, laid a floral anchor on the waves in memory of the men lost at sea.

Miss Sue Holmes of Ingleside won the senior division of the beauty contest and was crowned Miss Shrimp-O-Ree at the coronation dance. Roger Hoss, captain of his own boat, was crowned King of the Shrimp-O-Ree.

Raymond Guidry won the crown of King Shrimper for having caught the largest amount of shrimp in the Aransas Pass fleet between June 1, 1953 and May 31, 1954.

Guidry, 32-year-old captain of the trawler *Peerless*, landed 144,050 lbs. of shrimp during the 12 months' period. Bob Upton placed second with 140,200 lbs.

Inshore Waters Closed to Shrimping

Texas bays and inshore waters were closed July 15 to commercial shrimp trawlers using nets with a spread in excess of ten feet. Under the law, only bait boats with small nets under ten feet can operate until August 31. That is when inshore waters will again be opened to all trawlers.

Only a few trawlers have been working the bays since March 15 when they were opened. Shrimp have been very small and scattered, and catches have been light.

Several New Shrimpers

Among the new trawlers recently put into operation on the Texas coast is the *Commodore*, built in Patterson, La. by the Lewis Boat Works for Versaggi Shrimp Co. of Brownsville.

Diesel Engine Sales, Inc., of St. Augustine, Fla., has built the 67-ft. trawler *Raven* for Buster Wolfe of Brownsville. Herndon Marine Products, Inc. of Corpus Christi has received their new trawler *Southern Queen* from Sarris Boat Building Co. of Tarpon Springs, Fla.

Billy Pugh's Consolidated Shipyard at Corpus Christi is building two shrimp trawlers at the new yards in Nueces Bay. One of the boats, the *American Ace*, is for P. W. Curry of Austin, Texas, and the other goes to the Hardin Fish Co. at Corpus Christi.

Shrimp Production Improves

In spite of the hurricane which chased boats from the shrimping grounds and unsettled weather which hindered operations for the rest of the period, shrimp production showed a steady increase from June 20 to July 20.

The Galveston area reported 6,481 barrels of shrimp; Matagorda area had an incomplete report of 1,063 barrels; Aransas Pass-Corpus Christi area had 10,207 barrels; Port Isabel-Brownsville area reported 10,265 barrels.

Shrimping was curtailed in the Port Isabel area by a shrimping holiday sponsored by the Rio Grande Shrimp Fishermen's Association which lasted one week, starting July 4.

The total reported landings of shrimp for the 30-day period were 29,016 barrels, which was more than double the production of the preceding 30-day period.

Shrimpers Resume Operations following Tie-up

The situation at the shrimp basin at Brownsville was virtually back to normal on July 12 with trawlers taking on ice and stores preparatory to sailing for the shrimping grounds. The fleet had been tied up for 10 days in an attempt to get other ports to join in a two to three week holiday from fishing in order to stabilize a market price to the producer.

The price on 15-20 count shrimp had dropped from \$77.50 per barrel to \$50 per barrel. Union officials said that some 18 million lbs. of shrimp which are being held in storage by northern operators is the main reason for the price slump. They felt that a no-production holiday would allow these shrimp to be consumed and bolster the price being paid for fresh shrimp.

Landings for Nine Months Show Gain

Total shrimp landings at Texas ports for the first nine months of the 1954 fiscal year were 46,699,700 lbs., while during the same period in the previous fiscal year they were 40,749,400 lbs.

Landings of all fishery products for the nine-month period were 81,850,700 lbs., as compared to 56,441,300 lbs.

Oyster production doubled the first nine months of the 1954 fiscal year, with a total of 514,300 lbs. of oyster meats, as compared with 259,800 lbs. in the previous fiscal year.

Named Wilfrid White Distributor

Wilfred O. White & Sons, Inc., of Boston, Mass., manufacturers of marine navigational instruments, have appointed the Gulf Radiotelephone, Inc., 2524 Sutherland St., Houston 24, Texas, as distributor for the State of Texas. The Wilfrid White marine electronic instruments include the Model "C" SurEcho depth sounders for 40, 80 and 120 fathoms, and the new low-priced Model "D" echo sounder for 80'.

South Carolina Shipyard Launches Shrimp Trawler "Gulf Explorer"

At high tide on July 18 the second shrimp boat launched at Port Royal this year went down the ways at the Port Royal Marine Railway. John Marin built the boat for his son Arthur, who will operate it locally for a short time.

The craft, christened the *Gulf Explorer*, is a sister ship to the *Carolina Explorer*, and is 65 ft. long and 18 ft. in beam. Arthur Marin said the shrimper will later be used in the Gulf.

Shrimp Trawler Goes Aground

The shrimp trawler *Warkeena* went aground in the surf at Folly Beach last month. Charles B. Harper, the owner, said two operators of the trawler escaped without injury. Mr. Harper hopes to have the boat floated and repaired.

Rhode Island Gets First Sizable Swordfish Catch

The first sizable catch of swordfish to be landed in Rhode Island this season was put ashore early last month at the Point Judith Fisheries in Galilee. The *Christine* and *Dan* out of Martha's Vineyard unloaded 43 fish averaging about 200 lbs. Capt. Bjarne Larsen said the largest fish would run about 300 lbs.

He described the catch as better than average for this time of year, and said that the fish were caught off George's Banks in 13 days. Several other boats were expected to dock with swordfish later in the month.

Shellfishermen Ask Higher License Fees

The attorney general's department has ruled that the State Department of Agriculture and Conservation cannot charge shellfishermen for taking the quahogs the Department shortly will transplant from polluted to clean waters. As a result of that ruling, John L. Rego, Agriculture and Conservation director, said members of the Narragansett Bay Hand Rakers' Assoc., representing fishermen on both sides of the bay, have suggested to him that the next session of the General Assembly be asked to set up a special state fund for shellfish research and the continuous transplanting of quahogs.

The Association's president, William Nolan of Warren, and other officers of the group recommended to Rego that the fund be made up of higher license fees charged the fishermen. They recommended that quahog license fees be jumped from the present \$2 to a point which would raise sufficient money to finance the research and transplanting in other years.

The fishermen also asked Rego to order the state's new marine fishery biologist, Robert Campbell, to investigate an unusually large "set" of undersized quahogs off Chepianoxet in Warwick and a large "set" of softshell clams in the Kickemuit River in Warren. If the biologist's studies confirm the reports of fishermen, those areas would be closed off to protect the undersized shellfish.

Fishermen's Cooperative Has Big Week

During the first week in July Point Judith Fishermen's Cooperative Association, Inc. at Narragansett enjoyed one of its biggest weeks commercially in its six years of operation. Joseph A. Lewis, plant manager, reported a total of \$46,702 was paid for fish during the week.

The edible fish, which were brought into the cooperative's plant at Galilee, consisted mostly of flounders, yellowtails, butterfish, fluke, scup and whiting. To meet the demands of the local fleet, which is made up of 37 boats, each carrying crews of from 2 to 8 members, the more than 50 employees at the plant were forced to work overtime.

Quahoggers Make Big Catches

Former oyster beds off Longmeadow, still leased, were opened to quahog tongs and bullrakers the latter part of July, and on August 2nd the market flood was so heavy the beds were to be reclosed until cold weather. Byron Blount of Warren said that with 5,000 bushels on hand, overflowing a 2,900-bushel refrigeration plant and refrigerated trucks and trailers, his firm had to stop buying for a day or two.

Robert H. Lowry, chief conservation officer of the State Division of Fish and Game, estimates the catch value of the quahog industry in Narragansett Bay has mushroomed to \$2,000,000 this year. A total of 2,168 shellfishing licenses had been issued up to August 1, compared with 1,537 for all of 1953.



Capt. Byron B. Blount is skipper of the 44' oyster boat "Priscilla" owned by E. B. Blount's Sons, Inc., Warren, R. I. Powered by a 60 hp. Caterpillar Diesel which turns Hyde propeller through 3:1 Twin Disc reduction gear, the craft also has Hitchcock hoist, Danforth anchor, Plymouth cordage and uses Texaco fuel and lubricating oil.

Maryland Crab Price Dispute Settled

A series of conferences inspired by the Federal Mediation Service last month led to the settlement of a dispute between packers and crabbers which since June 26 had disrupted the major industry in the Hooper Island area.

Ronald McGlaughlin, chairman of a committee representing the crabbers in conferences with the packers, said a price of 3 cents a pound for the "run of the line" had been accepted until July 21st. After that time, it was agreed, the packers would have the right to alter the price, depending upon market conditions.

Program to Increase Crab Meat Demand

Congressman Miller from Maryland's Eastern Shore announced on July 28 that the Fish & Wildlife Service is preparing an extensive program to improve markets and demand for crab meat produced in the Chesapeake Bay.

A booklet on "How to Cook Crab" is now in the process of being published. Other features in the program to promote sale of blue crabs from the Chesapeake include the use of motion pictures.

To Market Packaged, Frozen Crabs

Carol Dryden Co., Inc., of Crisfield expected to begin distributing a package of soft shell crabs designed for the retail trade only, this month. The new item to be put out by Dryden is an attractive frozen food package wrapped in cellophane and containing four crabs.

The Dryden firm recently completed the installation of a new quick freezing unit capable of quick freezing and storing the products processed at the plant. The new unit was made by the York Corp. of York, Pa., and keeps the foods at a temperature of ten to twenty degrees below zero after the quick freezing process is completed. Using the plant only for soft shell crabs, it will store between 65 and 70 thousand dozen after they are frozen.

Dr. Truitt Retires

Dr. R. V. Truitt retired officially as director of the Maryland Department of Research and Education on July 1. Until a new director is appointed by the Commissioners of the Department, the administration of the Chesapeake Biological Laboratory is vested in a committee comprising R. D. Van Deusen, G. Francis Beaven and Dr. Richard E. Tiller. Mr. Van Deusen is chairman of the committee and acting director of the Laboratory.



Crane picking up 80' seiner "Endeavor" which sank in Fish Harbor, Calif., after ramming a jetty while laden with 100 tons of bluefin tuna worth \$34,000. She was raised in 10 hours, and her catch was saved.

California Dragboats Making Good Catches of Bottom Fish

Seasonal dragboat operations along the northern California coast have been showing favorable results thus far, with companies reporting regular deliveries and good catches. No signs of a cessation have been noted in the huge quantities of bottom fish coming into Eureka. Dover sole continued to hold first place in landings, with other types of sole ranking next in order.

During early summer some 25 draggers were working out of Eureka. The north coast dragboat fleet was operating off the Eureka coast throughout the month of July. Eureka companies running dragboats are: Consolidated Fisheries; Paladini A. Inc.; Balestrieri Fish Co.; Theodore Weissich Fish Co., Inc.; Snider Fish Co.; Tom Lazio Fish Co., Inc.

Three Boats Involved in Mishaps

One purse seiner was a total loss at sea and another was salvaged after sinking in Fish Harbor, Calif. during July. A third boat was saved by the Coast Guard.

The seiner *Monera* sank 220 miles south-southeast of Los Angeles Harbor. Seven crew members, headed by Capt. Louis Peterson and Chief Engineer Helge Heyer, both of Seattle, were rescued by the fishing boat *Red Wing* after they had spent six hours in a tiny skiff. Heyer suffered head injuries and a possible leg fracture.

Capt. Nick Mesich and four shipmates barely managed to keep the 68-ft. boat *Concord* afloat until a Coast Guard cutter reached them 12 miles off San Nicholas Island. With its seams open, the boat was towed safely to Los Angeles Harbor.

At Fish Harbor, within Los Angeles harbor, the 80-ft. seiner *Endeavor* sank in a drydock slip into which she was quickly maneuvered after she had crashed into the jetty. Capt. Sal Genovese and members of his crew claimed they were forced against the jetty by an out-bound live bait clipper. The *Endeavor* was raised in time to prevent loss of her \$34,000 catch of bluefin tuna.

Salmon Run Slacks Off

Northern California coastal waters yielded an unprecedented run of salmon during May and the greater part of June, with the best fishing grounds centered at Cape Mendocino Coast Guard lightship area in May, shifting later in the season to Blunt's Reef and off Crescent City

in the north and to Shelter Cove and Buck Creek, south on the Humboldt coast.

Indications, however, are that the total July deliveries will be less than half of the June figure. The high week in landings for July was only 42,000 lbs., while one week's activity during June resulted in deliveries as high as 125,000 lbs.

In spite of the decline, fishermen at Eureka anticipate that, providing the present trend continues, the 1954 catch will exceed by a considerable margin the 1953 figure of approximately a half million pounds. The season closes in mid-September.

Big Tuna Catches Being Made

After a number of "half million dollar days", the tuna canning industry at Los Angeles Harbor late in July virtually stopped canning mackerel and sought a \$30 decrease in the price of raw yellowfin, selling for \$350, and skipjack, \$310. With more tuna coming to the canneries than in many years, the packers said, warehouses were being filled to capacity in the face of a cut in competitive case prices.

The change in the tuna fishing picture came with a run of fish from the south into nearby waters. Where tuna clippers had been making 80 to 100-day voyages into the tropics, voyages of between 30 and 40 days became the rule and purse seiners began loading up within two or three weeks.

For the first time in many years, large schools were encountered off Lower California. On several successive days, canneries received catches of yellowfin, bluefin, and skipjack totaling between 600 and 1000 tons. More than \$500,000 worth of tuna came to the plants at Fish Harbor on the morning of July 5.

A 21,000-ton gain in Southern California tuna receipts during the first half of 1954, as compared with the corresponding period in 1953, was reported by the Fish & Wildlife Service. During the last four days in June, canners received 3261 tons of the various species of tuna, to bring the six months' total to nearly 90,000 tons.

Hopeful of Return of Sardines

Sardines are being reported along the California coast, principally in the southern fishing ground, and for the first time in perhaps five years fishermen are speculating on the opening season with some optimism.

About 20 purse seiners of the 80-ft. type which carry 100 tons in the hold, are at half-readiness in Monterey harbor. There were some 70 in the fleet during the best fishing days, which ended abruptly after the great hauls of 1945-46.

There are two seasons in the west. The northern season opens August 1 and continues until January 13. The region extends from San Francisco to Point Arguello. The season from Point Arguello south is from October 1 to March 1.

Shrimp Operations Successful

An increase in average daily deliveries of from 1,500 pounds in May to between 3,000 and 4,000 lbs. by mid-June has proven that shrimp operations on the northern California coast this season have been successful for the the Tom Lazio Fish Co. at Eureka, despite the fact that shrimp fishing is still in the exploratory and experimental stages.

Since early May the firm has had one boat, the *General Pershing*, working off Crescent City and the south, delivering almost daily at Eureka. The shrimp are processed in the Lazio plant where some 60 women are employed.

A large quantity of fresh shrimp is consumed by the local market, although sizeable shipments are made regularly to San Francisco.

Discuss Proposed New Boat Basin at Eureka

A comprehensive survey made of existing needs and facilities during a recent conference between Eureka City officials and state of California representatives brightened

prospects for construction of a new small boat basin at Eureka.

Mayor George C. Jacobs stated that the proposed new basin would be located at the foot of X Street, at the southerly entrance to the city, with the view of accommodating at least 100 small boats.

Crab Landings Off

Crab deliveries at Eureka not only had slackened off almost entirely by the end of June, but had fallen to the lowest point since 1951, figures on purchases for all but the extreme close of the season revealed. Compared to last year's total of 1,760,280 lbs., landings at Eureka this year ran to 1,262,200 lbs., exclusive of July figures.

Heavy Catches of Albacore

Albacore fishing off the Southern California and Mexican coasts was reported favorable in late July, with boats that had been fishing out of Eureka bringing in heavy catches. A number of the northern boats sailed for Santa Cruz and San Diego in mid-June to search for albacore, with others leaving the northern California coast in July, as the salmon season dwindled.

Vessels Being Repaired and Overhauled

The lull in activity following the huge June runs of salmon off the northern California coast has provided an opportunity for fishing craft to undergo overhauling.

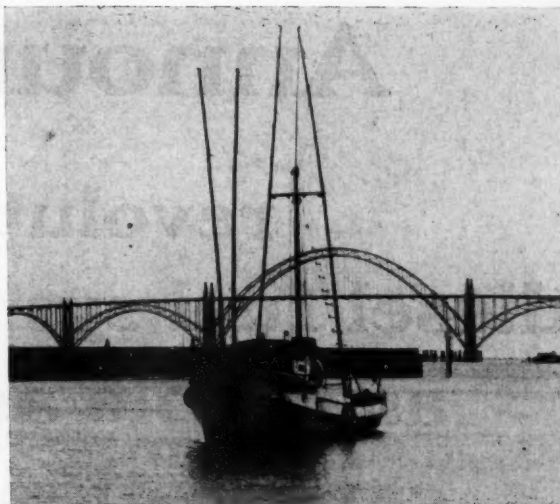
Gillette Marine Ways took in the *Pacific Queen*, Capt. Fred Hall of Astoria; *Jeannette P.*, operated by Tony Peters, Eureka; *Amak*, owned by Charles Ells, Eureka; *St. Michael*, Capt. William Kay, Eureka; *Duke*, owned by Richard Reeves; *Sonoma*, operated by John Skille; *Quest*, owned by Albin Anderson; *Caroline and Argonne*, out of Seattle; three commercial salmon trawlers, the *Marcheta*, owned and skippered by Carl Brower of Crescent City; Frank Dean's *Sea Hawk* out of Eureka, and the *Wolverine*, owned by William Kaye of Eureka. The Gillette Marine Ways also was scheduled to take in the dragboat *Thomas J.* to ready it for salmon fishing.

Hauled out at Graham's Marine Ways and small boat basin at Fields Landing recently were the salmon boat *Mystic*, Capt. Jack Richardson of Portland, Ore.; *Snow White*, Capt. L. R. Karnowsky of Eureka; the dragboat, *Sitka*, skippered by Oliver Stiles and fishing out of Eureka; the *Anna May*, Capt. Andrew Peterson; the trawler *Shark*; the *Diana*; *Myreka*, Capt. Terry McGovern, Eureka; the *Cavalier*, skippered by James Young of Eureka; the *Elsinor*; *Porky*, S. V. Albin, skipper; *Box Ed*, piloted by P. Anderson and the *Lewis Brothers*.

Fathometers were installed recently at Eureka on two craft of the Humboldt Bay fleet—the *Margie R.*, Capt. Guy Chappell, and the *Sharon*.



A catch of salmon being unloaded from the "Martin S.", owned by Con Visser at Crescent City, Calif.



The 42' "Mary C" at Newport, Ore. The vessel's home port is Astoria, and she is owned by Capt. George Potrech of Portland, Ore. Powered with a Chrysler Royal engine with 2.5:1 reduction gear, turning a 28 x 22 Coolidge propeller. Uses Mobil fuel and lubricating oil.

Oregon Landings for First Five Months Show Big Gain

A gain of nearly 7 million lbs. was shown by fish and shellfish landings at Oregon ports during the first five months of 1954. The catch for the five-month period of this year amounted to 18,084,000 lbs., as compared to 11,136,300 lbs.

Main increases were in bottom fish, which jumped over 4 million lbs. to 7,954,600 lbs., and crabs, which were up 3 million to 7,774,750. The total catch of all varieties of salmon was 1,392,900 lbs., which was about 50,000 lbs. less than in the same period of 1953. Shad landings amounted to 178,800 lbs., against 146,000 lbs. last year.

Sockeye Salmon Run Largest Recorded

The Columbia River sockeye or red 1953 salmon run of 374,900 fish was the largest recorded since counting began at Bonneville Dam in 1938, according to the Fish & Wildlife Service's Branch of Fishery Biology. These runs have improved almost phenomenally. The fact that 83.1 percent of the fish were accounted for between Bonneville Dam and Rock Island Dam indicates good survival and minimum straying. It indicates also that the reservoir at McNary Dam does not have a major effect upon the homing ability of sockeye salmon.

Oppose Winter Commercial Trout Season

The Western Division of the Outdoor Writers Assoc. of America last month came out against the Winter commercial season on steelhead trout in the Columbia River and its tributaries. About 10,000 steelheads, which are considered game fish in Washington, but not on the other side of the Columbia in Oregon, are taken from the River each year.

Salmon Catches Improve

Rough seas and a southwest bar-bound the fishing fleet last month, but July 18 saw deliveries of salmon amounting to approximately 71,000 lbs. to Yaquina Harbor fish plants, with silversides dominating the catches. The four fish buying stations in Yaquina Harbor were kept busy over the weekend with the sudden splurge. The fleet had concentrated in the area between the Siuslaw to the south and Yachats to the north.

Announcing...

revolutionary new diesel fuel system...

as simple as gasoline carburetion and ignition

Exclusive PT Fuel System now standard on all Cummins Diesels

- Drastically reduces maintenance costs
- All mechanics can understand and service it
- Pump weighs only 13 pounds—system has no racks, check valves, metering plungers, discs, floats, etc.— does not have to be timed to engine
- Adaptable to all Cummins Diesels built since 1932

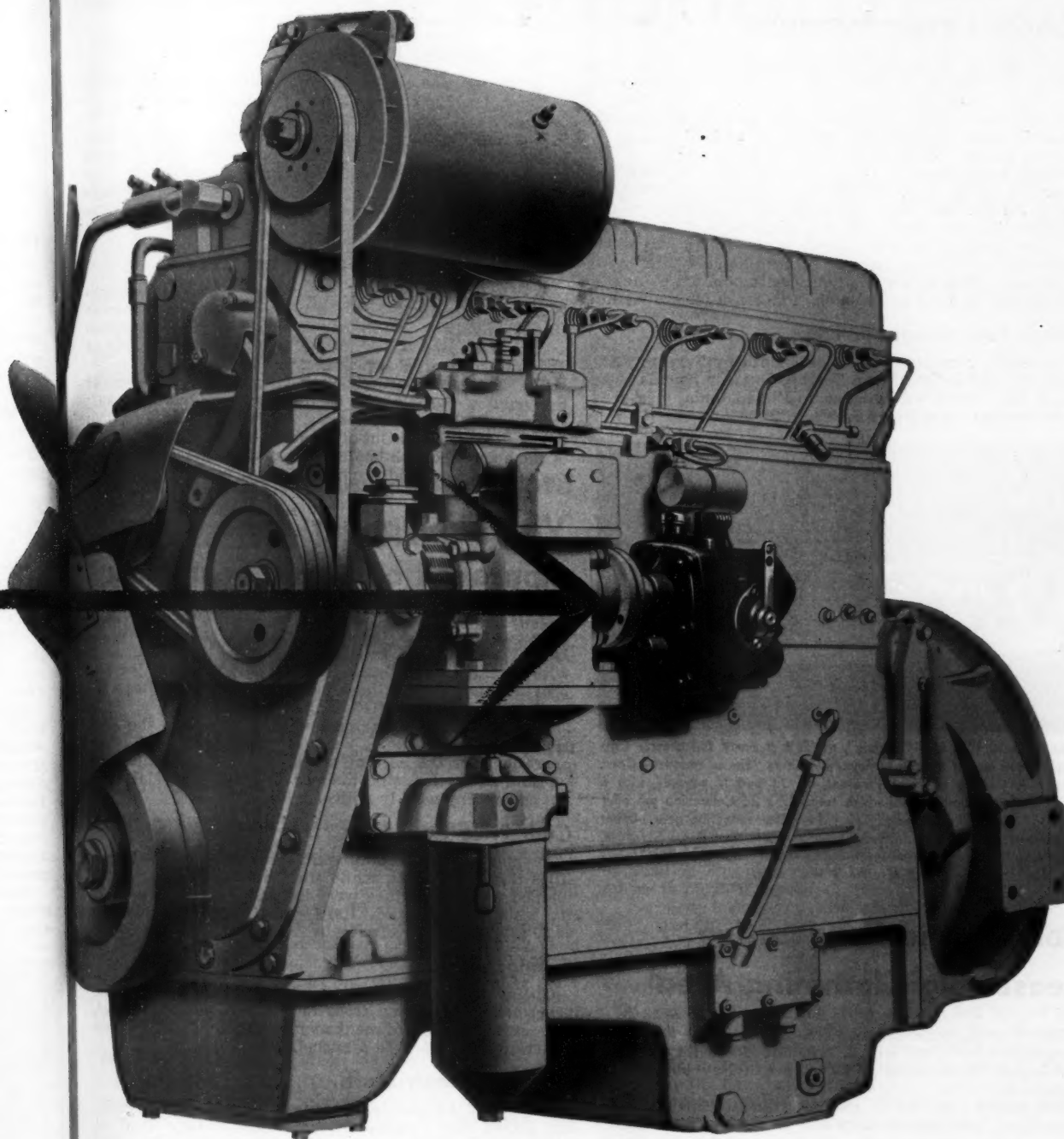
Write for your copy of descriptive folder
"Cummins PT Fuel System."



Cummins

Engine Company, Inc., Columbus, Indiana

Leader in rugged, lightweight, high-speed diesels (60-600 h.p.)



FORT WORTH

Cummins Sales & Service, Inc.

Branches: ABILENE; HOUSTON; ODESSA; PHARR; WICHITA FALLS;
DALLAS; NEW ORLEANS; SHREVEPORT; WICHITA;
OKLAHOMA CITY; TULSA.

CORAL GABLES

Cummins Diesel Engines of Florida, Inc.

Branches: JACKSONVILLE; TAMPA.

ALLSTON (BOSTON)

Cummins Diesel of New England, Inc.

(3 - 19 - 54)

New Jersey Menhaden Landings Show Large Increase

There was an increase of 26 million lbs. in the New Jersey receipts of menhaden during the first five months of 1954. Landings of all species for the five months amounted to nearly 59 million lbs., compared with less than 35 million lbs. in the same period of 1953.

The success of the menhaden fleet operating off the Middle Atlantic area was mainly responsible for a marked increase in the May, 1954 landings of fishery products in New Jersey. The catch of these fish amounted to 25.8 million lbs., compared with 14.5 million lbs. in May, 1953.

Total landings at New Jersey ports during May, 1954 were 29.7 million lbs., against 18.4 million lbs. in May of last year. Scup or porgy production amounted to nearly 819,000 lbs. and led in the catch of food fish for the month.

Giant Tuna Caught in Traps

A 500-lb. tuna was netted last month by Terrace Fishery, Inc., off Beach Haven Terrace in their pounds. The giant fish, which was shipped to Philadelphia, measured 9 ft. in length and 5 ft. 4 inches in girth.



The 42' x 10'3" x 3½' "Erminie", which does party and charter fishing, as well as net and jig commercial fishing. She is owned by Capt. Lester J. Genung of Point Pleasant, N. J., and is powered with a 6-71 General Motors Diesel which turns 22 x 24 Columbian propeller on 1½" Monel shaft through 1½:1 Twin Disc reduction gear. Other equipment includes Ray Jefferson radiotelephone and Delco batteries. The vessel is painted with International paint, and uses RPM lubricating oil and Wall rope.

Long Island Cooperative Leases Big Clamming Area

The West Sayville Baymen's Association, the first such cooperative on Long Island, announced recently that it had leased 14,000 acres of Great South Bay bottom for clamming.

The leased area, which extends from the mainland to Fire Island between Bayport and Heckscher State Park, covers twenty square miles. It is owned by the Cedar Island Oyster Co., a subsidiary of the Bluepoints Company.

Nicholas Griek, executive secretary of the Long Island Fishermen's Association, said the cooperative would police the area to prevent non-members from clamming there.

Fishermen Urged to Get Security Cards

Commercial fishermen have been urged recently to cooperate with the Coast Guard in obtaining Port Security cards. Future regulations could well require that everyone working on the water hold such a card before he is permitted to leave the dock.

Although applicants can be processed any time at the

office of the Port Security Issuing Unit, Pier 9, East River, New York City, Coast Guard officials have arranged for a 2-man mobile unit to visit various sections of Long Island for the convenience of fishermen.

New Crabmeat Regulations

At its meeting on July 12, the Board of Health of the City of New York adopted new regulations to govern the sale of fresh iced crabmeat in the city.

Starting January 1, no fresh crabmeat may be marketed in New York City unless it comes from packing plants that meet the Health Department's standards. This calls for proof that a plant is regularly inspected by a State or Federal agency under laws acceptable to the Board of Health.

Southold Has Valuable Shellfish Catch

A report from the N. Y. State Conservation Dept. indicates that the shellfish production for 1953 in the marine district including Suffolk and Nassau Counties and Staten Island, was worth \$5,556,185. Of this amount, the yield of the town of Southold was valued at \$2,446,050.

The amount of shellfish produced in the town of Southold in bushels was as follows: hard clams, 8,902; soft clams, 375; market oysters, 326,140; seed oysters, 750; bay scallops, 15,000. Out of a total catch of 752,657 bushels of the above shellfish landed in the whole marine district, the town of Southold produced 351,167 bushels.

Virginia Danger Zone Rules Approved by Army Secretary

Secretary of the Army Stevens has approved danger zone regulations on the Atlantic Ocean off Wallops Island, Virginia. The danger zone covers a circular area with a radius of one nautical mile having its center approximately one and three-fourths miles off Wallops Island at latitude 37°50'11", longitude 75°26'00".

Advance notice of the tests will be posted in the Fire House at Chincoteague, Va., every Fri., and will cover operations for the ensuing week. Interested parties will be notified in the same manner in case of special tests not covered by weekly notice.

Crab Price Goes Up

Tangier Island crabbing and fishing have stepped up a little this month, but, while the prices for fish have remained the same as they were last month, the prices paid for crabs have jumped. Hard crabs went from \$2.00 to \$3.50 a barrel and peeler crabs from 3¢ to 4¢ apiece.

Gilling for Spot

Gilling in Cod Harbor is beginning to improve. The fishermen are catching from 150 to 200 spot to the net, and several bushels of menhaden, which they sell to crab potters for bait at \$1.50 a bushel.

Joins Laboratory Staff

Hudnall R. Croasdale, a native of Reedville, Virginia, has joined the Virginia Fisheries Laboratory staff at Gloucester Point to assist in the study of migratory finfish. Funds to study the declining fisheries for croaker and gray sea trout were appropriated by the Legislature during its 1954 session.

Hampton Roads Area Landings

An increase of 227,000 lbs. was shown by fish production in the Hampton Roads area during July, 1954 as compared to the same month of last year. The catch for this July totaled 789,100 lbs., all but 143,800 lbs. of which was from pound nets.

The croaker yield was the heaviest, amounting to 260,800 lbs. Next most plentiful variety was sea trout, with 154,200 lbs.



Gill net boats which fish for salmon at Everett, Wash. The nets are reeled on deck drums and come in over stern rollers. A fleet of over 50 gill net boats are fishing for salmon out of Everett.

Washington Fishermen Migrate South to Fish for Tuna

The annual migration of Pacific Northwest fishermen to southern California waters to fish for tuna was in full swing early in July. First boatloads of albacore tuna in San Diego lured scores of Seattle-area boats southward.

About 250 fishing vessels from the Puget Sound area were reported fishing off the southern California Coast. Many salmon trollers joined the hunt for high-paying tuna.

Bert Johnston, manager of the Fishermen's Cooperative Assoc. in Seattle, said the troller crews are hoping that tuna catches will help make up for slim catches of king and silvers at home.

Halibut Fishermen Have Good Season

Pacific Northwest halibut fishermen had a good season. Prices ran higher than last year. The fleet had fair weather most of the time and the total catch is expected to exceed 55 million lbs., valued at more than 10 million dollars. The season closed July 12 in the Westward area.

Many of the halibut fishermen began converting their boats for tuna and other types of fishing. Some halibut boats, however, were tied up temporarily to await a reopening of halibut fishing in coastal and westward areas, starting August 1.

Salmon Prices Up

F. A. Gosse Co., Seattle, recently reported that troll caught coho and silver salmon is so much in demand in the fresh and frozen fish trades that the fishermen have been paid up to 28¢ a lb. on the salmon exchange in Seattle. This price is higher than cannery fishermen in 1952 for sockeye or blue-back salmon.

Fancy troll caught cohoes currently are being sold in the fresh market, and also are being put in frozen cold storage for retail sale later in one-pound frozen packages.

On Two-Month Survey Cruise

The Fish & Wildlife Service exploratory vessel *John N. Cobb* is on a two-month survey in the Prince William Sound area of Alaska. The vessel, which sailed from Seattle early in July, will seek to determine if shrimp, king crab and bottom fish are present in commercial quantities in July and August.

Fish & Wildlife Service officials said there is need to develop new fisheries in the area due to the decline of the salmon runs.

Seattle Landings for July

Production in the otter trawl fishery of Seattle during the month of July amounted to 1,042,900 lbs., landed in 24 trips. Nearly half of the catch was made up of cod (true), landings of this variety having amounted to 477,200 lbs. Ranking second was perch (Pacific Ocean), with production of 150,400 lbs. Landings were heaviest on the 22nd, when 181,400 lbs. were brought in.

The halibut fleet landed 4,254,100 lbs. of halibut during the month, plus 4,800 lbs. of rockfish, 93,200 lbs. sablefish and 1,000 lbs. lingcod.

Vessel Repowered

The 55-ft. *Northern Light*, owned by Jonas and Hans Hoddevik of Seattle, has been repowered with a General Motors 6-110 Diesel from Evans Engine & Equipment Co. of Seattle. The new power has provided a 1,500-lb. increase in payload capacity.

The new installation also results in an increase of three knots in speed, and fuel capacity has been increased from 1,500 gallons to 1,900 gallons.

Nordby Opens Salmon Bay Store

A new branch outfitting store and net loft for the fishing fleet was opened recently at Salmon Bay Terminal, Seattle, by Nordby Supply Co. Ormal Richardson is in charge of the loft, while Ward Turnbull is store manager.

Among the lines handled by Nordby are Paul's Locknet netting, floats, Pettit paints, Wall rope, Jabsco pumps and products made by Sudbury Laboratory.

Booth Fisheries Executives Retire

The retirement of four veteran executives of Booth Fisheries Corporation has been announced by R. P. Fletcher, Jr., president.

W. J. Hendron, chief engineer widely known in the refrigeration field, is retiring after 38 years of service. George J. Haecker, manager of Booth's Seattle, Wash. branch, is leaving with a total service of 43 years.

Earl Eisenrich, manager of Booth's Lake of the Woods fishing operations, has completed 50 years of service. A record 55 years has been rounded out by C. L. White, foreman, Lake Winnipegosis, Manitoba, Canada.



The "Mag Dof", 45' Biloxi, Miss. shrimper skippered by Capt. Clyde F. Ross. Her power plant is an 83 hp. General Motors Diesel, and other equipment includes Surrette batteries and Northill anchor.

Mississippi-Based Research Boat Makes Good Tuna Hauls

The tuna outlook for the Gulf of Mexico brightened further on July 27 with reports of good catches of high grade yellowfin variety in the Central Gulf. The Fish & Wildlife Service exploratory boat *Oregon* radioed that more than four tons of tuna had been caught during fishing with long lines in the previous two weeks.

The *Oregon* had been fishing about 120 miles south of Pascagoula. The vessel was scheduled to return to its base at Pascagoula on July 28 and 29.

Stewart Springer, fishery methods and equipment specialist with the Service, said results on the current trip had been even better than on a previous cruise in June.

Landings Show Decline

Landings of fishery products at Mississippi ports during May 1954 amounted to 8,731,834 lbs., compared with 19,575,363 lbs. landed during the corresponding month of the previous year. This represented a decrease of 55 percent.

Menhaden landings amounted to over 8 million lbs., but were still more than 10 million lbs. below the catch made during May of last year. Shrimp at 422,940 lbs., recorded a decrease of nearly 265,000 lbs., or 38 percent.

Landings of all fishery products at Mississippi ports for the five-month period ending with May 1954 amounted to 13,670,189 lbs. compared with 25,228,201 lbs. during the first five months of the previous year.

Shrimp Association

(Continued from page 17)

the lowered price of shrimp. Production was good because of an increased number of boats in shrimp operations, but the catch per boat was lower than last year. It was agreed that every step possible should be taken to reduce the cost of production, to conform to the lower shrimp price.

In reporting on the state of membership during the past year, Will L. Hardee, Brownsville, Texas, chairman of the Membership Committee, expressed enthusiasm for the number of individual boat owner-captains who have affiliated with the Association through their various sectional organizations. He said that a continuing program will be carried out to interest more individual boat owners to join the Association.

Dr. C. P. Idyll of the University of Miami Marine Laboratory told of extensive experiments he and his staff had carried out in the use of aureomycin aboard shrimp boats to prolong the quality of fresh shrimp. He disclosed that for up to nine days in the hold, shrimp not dipped in the solution were as good as those dipped, but that after nine days the treated shrimp were in appreciably better condition. He said that aureomycin solution definitely prolonged the life of shrimp before freezing by 4 to 5 days.

It was stressed by Dr. Idyll, however, that at present the Pure Food and Drug Administration will not permit the use of aureomycin on shrimp. He feels, however, that permission for its use ultimately may be granted. Dr. Idyll also told of experiments being conducted by a pharmaceutical concern whereby the drug may be frozen into ice used for packing down shrimp, with the same or better preservative results.

Importance of Adequate Icing

Dr. E. A. Fieger, Louisiana State University, Baton Rouge, described experiments conducted to determine the variance of bacteria count of shrimp under certain conditions. He emphasized the importance of adequate icing, telling of an experiment where shrimp kept in temperatures of around 38 degrees for four days deteriorated greatly. After six months in storage these shrimp were not commercially salable. Low temperatures aboard the boat thus are highly important in preserving the quality of shrimp, Dr. Fieger stressed.

He said that tests had shown that shrimp caught well out in the Gulf of Mexico had 75 percent less bacteria than those caught near the shore or in the bays. Dr. Fieger pointed out the importance of absolute cleanliness in handling shrimp aboard the boat, citing tests to show that the bacteria count of fresh shrimp multiplies many times after the shellfish have been handled by the crew for only a short time.

President Pedro Pinson, Mazatlan, Sinaloa, Mexico, reviewed the progress of the shrimp industry during the past year and declared that much of its price troubles today stem from the drastically high prices of early 1953 and the poor quality which some packers permitted to go into their cartons, particularly during the period of abnormally high prices.

The membership of the Association not only voted unanimously to adopt the proposed program of quality control presented by the committee, but instructed the committee to design a seal for use of members on their cartons; to look into employing an independent inspection service to check periodically on member plants using the seal and to instigate at once a plan for putting the program into practical operation. It was agreed that much of the success of the program hinges on the willingness of boat captains and crews to co-operate.

Sahlman Named President

New officers elected by the Association were: president, Harry Sahlman, Fernandina Beach, Fla.; first vice-president, Mauricio Madero, Mexico City and Carmen; second vice-president, Walter Godfrey, Brownsville, Texas; secretary, Victor P. Mussio, Guaymas, Sonora, Mexico; and treasurer, J. R. Clegg, Brownsville and Port Lavaca, Texas. Pedro Pinson, retiring president, became the first chairman of the Board of Directors, a newly-created post.

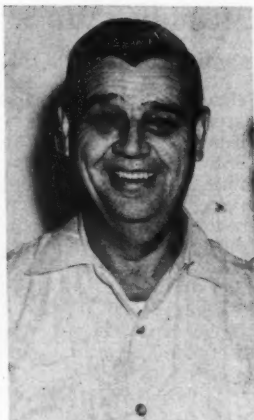
New directors from Mexico include the following: Harnando De Cima, Victor P. Mussio, Augustin Leon de la Barra, Mariano Farriols, Cayetano Inigo, Jorge Coppel, Charles Young, Daniel Madero, Zygmunt Warren, Miguel Zepeda, A. Gomez Palacio and Roberto Avendano.

Texas directors are: Joe Grasso, Morgan Daniel, Sydney Herndon, Oliver Clark, Virgil Versaggi and J. R. Clegg.

Directors for Florida include: John Ferguson, John Salvador, Booty Singleton, Mike Bassetta, John Rosenberg and Frank Fant.

The next quarterly meeting of the Association will be held in Havana late in November.

New 34' x 10'6" x 3' party fishing boat "Marinoe", and owner Claude Hughes of Freeport, N. Y. Built by Lash Brothers Shipyard of Friendship, Me., she is planked with mahogany on deck and platform, and there are sleeping accommodations for two. The power plant consists of a 130 hp. Chris-Craft engine which turns 21 x 16 Columbian wheel on 1 3/4" Monel shaft through 2:1 reduction gear. Most of the equipment on the boat was furnished by The Harris Co. of Portland, Me.



Maine Seeks Funds Under New Fisheries Research Law

Maine representatives last month were seeking a fair share of federal funds under the new fisheries research law signed July 1 by President Eisenhower. The law provides an annual fund of \$3 million for U. S. fisheries development. Maine Commissioner of Sea & Shore Fisheries Stanley R. Tupper, Boothbay Harbor, and the executive secretary of the Maine sardine industry, Richard E. Reed, were in Washington recently to outline programs for improving the State's fisheries.

Reed would like \$150,000 from the new fund for comprehensive research into Maine's sardine resources, while Commissioner Tupper is interested in a program of exploratory fishing and gear development to discover new fishing grounds and to improve methods for locating and catching fish.

Tupper said he also is interested in research on artificial lobster bait, a better statistical program with emphasis on a market news service, and additional federal clam investigations.

The fact that Maine produces 95 percent of the national sardine herring pack, 90 percent of the lobster catch and 75 percent of the domestic soft-shell clams, was stressed to show the State's claim to a share of the funds available.

The delegation also urged that a representative of Maine's fisheries be appointed to any advisory body which may be established under the new law.

Pogies Return after Five Years

Fishermen reaped a welcome harvest on July 6 at West Point, Phippsburg, when thousands of pogies returned to Fish House Cove after a five-year absence.

The carrier *Onward III* of Portland loaded 30 tons of the fish from nets including those of Elliott Gilliam of West Point. The pogies were sent to the Maine Fish Meal plant, Portland.

New Dragger Launched

The 112' dragger *Evelyn C. Brown* slid down the Harvey Gamage ways on July 21 at So. Bristol, Maine. She is owned by Capt. Louis Brown and associates of Gloucester, Mass., which will be her home port, and was christened by Mrs. Brown.

Designed by Dwight S. Simpson, the craft is similar to the recently-built *Judith Lee Rose* of Gloucester, and will be powered by a Model JS6, 400 hp. Cooper-Bessemer Diesel.

May Landings Heavy Due to Herring Run

Herring appeared in abundance off the coast of Maine during May, and good catches of this species were mainly

responsible for the 96 percent increase in the landings of fishery products in the State as compared with May of last year. Total seafood production at Maine ports this May amounted to over 31 million lbs., valued at nearly \$1.3 million ex-vessel—an increase of nearly 16 million lbs. and over \$140,000 as compared with May, 1953. Herring landings of over 14 million lbs. led all other species during the month. In May of last year only about 2.5 million lbs. of herring were landed.

Lobster Festival Preview

Rockland was host on July 25 to some 300 men and women of the newspaper and radio world who were guests of the Maine Seafoods Festival for the annual preview of this major summer event.

A fleet of four boats, including the *Jacob Pike* of the Holmes Packing Corp. and the *John H. McLoon* and *A. C. McLoon* of the McLoon Lobster Co., took the guests on a two-hour ride. Following the boat trip they were all served a lobster dinner.

This is the fifth year in which the Festival has entertained the press and radio people who carry the news of the event to their readers and listeners.

Publish Sardine Recipe Kits

Publication of kits of quantity sardine recipes on file cards for use by restaurants, hotels and institutions was announced by the Maine Sardine Industry on July 21. Executive Secretary Richard E. Reed said that the kits were developed as the result of a rising demand for such recipes by public feeding operators, and that they were being distributed nationally.

The kits contain 24 individual cards, with a recipe on each, plus an index card. The recipes were prepared and tested by a nationally known food service, and consist of simple, low cost easy-to-prepare dishes.

The recipe kits are available upon request to the Maine Sardine Industry's headquarters, 15 Grove St., Augusta.

Davis Joins Sample Yard as Naval Architect

The Boothbay Harbor shipbuilding firm of Frank L. Sample & Son, Inc. has appointed Richard O. Davis as resident naval architect. Mr. Davis recently has been associated with Henry B. Nevins, Inc., of City Island, N. Y., where he was naval architect for 14 years. Davis represented the office of William H. Hand, Jr. for 15 years prior to this.

Rockland Groundfish Catch Shows Big Gain

Groundfish landings at Rockland jumped to 4,487,600 lbs. in July, which was double the yield at the port during the previous month. Except for about 200,000 lbs. of whiting and mixed fish, the entire production was made up of ocean perch. Landings were heaviest on the 22nd of the month, when 344,900 lbs. were brought in.

Announcing The WHITE ECHO SOUNDER FOR SHALLOW WATER FISHING



LOWEST PRICED
ECHO DEPTH SOUNDER
IN THE WORLD
\$169⁷⁵

FOR 6V, 12V, OR 32V OPERATION

1800 soundings per minute . . . equivalent to one sounding every 3 feet at 5 knot boat speed . . . accurate readings in less than 2 feet of water, and on up to more than 80 feet . . . bright flashing light . . . indicator only 4 inches in diameter . . . can be mounted anywhere . . . glare-proofed dial . . . permanently etched graduations . . . easy to read . . . weather tight . . . shows the way night or day, in any weather . . . helps you spot the fishing holes — and the fish. A quality product in every respect. Easily installed with boat still in the water.

Write for circular

Manufactured and guaranteed by
WILFRID O. WHITE & SONS, INC.

Makers of echo sounders for the U. S. Navy, commercial, and pleasure craft

178 ATLANTIC AVENUE BOSTON 10, MASS.
406 Water St., Baltimore 2, Md. 40 Water St., New York 4, N. Y.
Export Dept., 100 E. 42nd St., New York 17, N. Y.
Cable address: PHILYORK

Expanding U. S. Tuna Industry

(Continued from page 12)

February, the Californian fleet exploits the equatorial waters, particularly the vicinity of the Galapagos Islands. Through March, April and May, the boats fish off the Central American mainland. In June and July they often fish in the Gulf of California and around Cape San Lucas. In August and September, the fleet is scattered along the lower Californian coast and neighboring areas. Thus tuna fishing is a year-round industry, but there is a peak of production in July, August and September. In 1948, the catch for these three months accounted for 42 percent of the year's total.

Tuna are taken mostly by clippers, highly specialized boats for live bait and pole fishing. Purse-seine boats and small live bait boats fish in local waters, but their catches are minor and variable. It is on the steady deliveries of the clippers throughout the year that the industry depends.

Distinctive features of tuna clippers are the bait tanks and wells through which pumps circulate sea water. Refrigerated storage capacity on clippers ranges up to 450 tons of tuna. The newest clippers are 90 ft. to 150 ft., Diesel-powered, and completely equipped with the latest aids to navigation and scientific instruments for locating fish. Radar, loran, radio direction finder, automatic pilot, echo sounder and radiotelephone are becoming standard equipment. Clippers are equipped with engines of 500 to 1000 hp., and some of them even have an airplane to help seek out the fish.

The modern clipper is the result of 50 years of development and is specially designed for long voyages. On a single trip a clipper may travel 6000-8000 miles and range 3000 miles from home.

Several Species Caught

Skipjack and yellowfin are two species taken primarily by live bait clippers. Albacore are caught mostly by small trolling craft that have an operating range of a few hundred miles. Purse seiners, which are 65 to 90' long, take yellowfin, skipjack or bluefin wherever they find them.

A single tuna clipper voyage costs from \$8,000 to \$20,000 and occasionally more, according to the length of time the ship is at sea or the number of calls made at Latin-American ports for fuel. These expenses come "off the top" of the gross, with the owners paying for the ship's insurance, taxes and maintenance at a rate totaling an average of \$50,000 a year. Share fishermen, numbering from 10 to as many as 17 on each boat, divide the net proceeds with the owner; approximately 50 per cent is shared by the crew. It is common for a crew to split \$30,000 to \$35,000, earned on a voyage that may have taken only five weeks or as long as 120 days.

Tuna canning began in the United States in 1903 when the canning of albacore was undertaken in southern California. For a number of years albacore was the only species canned. But as the demand increased and the supply of albacore was found to be limited, the packing of other species was begun.

As the market for canned tuna continued to expand, the number and size of the fishing craft increased, and it became necessary to fish in waters off Central and South America where large concentrations of skipjack and yellowfin were available throughout the year. By 1927, the principal source of fish for Californian canneries, which pack 90 percent of all tuna produced by U. S. fishermen, was south of the Mexican border.

In 1937, considerable quantities of albacore were found off Oregon and Washington, and tuna canneries were established in those States. Locally caught albacore, as well as receipts of these fish from California and imports of various species of tuna from Latin America and Japan, are now canned in Oregon and Washington.

The canning of tuna on the East Coast of the United States was likewise begun in 1937, and the fish are now packed in several Atlantic Coast States. Locally caught

PARTS "IN STOCK" TO SAVE YOU MONEY



EVERY minute you're tied up at the dock waiting for parts means you're losing money. It won't happen if you have a Cat* Marine Engine, for at our Fairhaven Marine parts department you'll find an adequate stock of parts to back your Caterpillar Marine Engine.

As your Caterpillar marine dealer, we keep the parts you need in stock, in orderly indexed bins. And, they're genuine Caterpillar built parts, assuring the longest service life.

*Reg. Trade Mark

Try our Pemco Parts Service for speed and efficiency.

Try our Pemco Parts Service — anytime!

PERKINS-MILTON CO. INC.

Marine Division: 4 Water St., Fairhaven, Mass. Phone: New Bedford 6-0011

Main Office: 376 Dorchester Ave., Boston, Mass. Phone: South Boston 8-4660

bluefin and little tuna fish from the Pacific Coast and imports from Canada, Japan and Peru, provide the raw materials for the East Coast canneries. A few years after tuna first were canned in California, canneries were constructed in the Hawaiian Islands.

Tuna By-Products

At least 50 percent of the weight of the whole tuna, as landed, is not canned. The so-called "waste" material is used to produce liver oils, solubles, liquid fertilizer, tuna oil and meal. The total value of tuna by-products in 1952 was about \$5,000,000. In the same year, the value of the canned pack was \$113,000,000.

The tuna canning industry utilizes its "waste" material as efficiently as any other segment of the domestic fishing industry. According to the Fish & Wildlife Service, efficiency in tuna canning might be improved either by saving labor or by increasing the yield of canned fish obtained per ton of raw fish processed. Since shore labor amounts to no more than 10 to 12 percent of total costs, chances for making any substantial reduction in expenses by more efficient use of labor are not great.

Substantial labor saving could be accomplished in the cleaning step if any of several different pieces of equipment, which are under development to clean tuna mechanically, should prove successful. A net saving in labor of perhaps 25 cents per case might be achieved. Other steps in the processing of tuna are fully or almost fully mechanized.

With the cost of the raw fish amounting to up to 70 percent of the total expense, savings resulting from increasing the yield of the canned product are potentially quite large. Over-all losses may be cut down considerably by more careful control but, if carried to an extreme, may alter the characteristics of the final product and result in a pack of poor appearance with reduced protein content and nutritive value. Some improvement in yield is nevertheless possible, at least by some of the tuna packers.

MORE FISH in your FUTURE



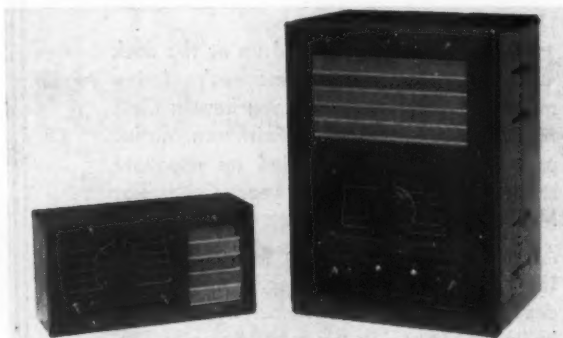
with STARR Nylon Netting

★ Always working its advantages for you and your catch is Starr Nylon Netting, recognized wherever fish netting is sold as an outstanding value for quality, performance and dependability. Made from 100% DuPont Nylon and featuring the famous Starrlock knot, Starr Nylon Netting is the one sure way to keep your future stocked with fish.

STARR NETTING-STAR PERFORMANCE for over 60 years . . .
and volume producers of Nylon Netting since its first
appearance in the fishing industry.

A. M. STARR NET CO.
EAST HAMPTON . . . CONN.

Equipment and Supply Trade News



R. F. unit and remote control for Pearce-Simpson radiotelephone.

Pearce-Simpson Remote Control Telephone

A new 10-channel, 150-watt remote controlled radio-telephone is being produced by Pearce-Simpson, Inc., 3023 Coral Way, Miami 34, Fla. Automatic channel selection, in addition to all other operating features, is incorporated for complete remote controlled operation.

The over-all dimensions are as follows: R. F. unit 18" high, 14" wide, 12" deep, bulkhead mounted. Cabinet styling is in accord with previous Pearce-Simpson design, either in dark mahogany or blond.

Power supply dimensions are as follows: 14½" wide, 17" long, 12" high, shock mounted; input voltages either 12, 32 or 115-volt, D.C. A. C. models are available on special order. The remote control is 7" high, 14" wide, and 6" in depth. Complete installation weight is 100 lbs.

New Canvas Cement by International Paint

The International Paint Co., Inc., 21 West St., New York 6, N. Y., has announced the addition of Interlux No. 377 canvas cement to its line of marine paints and accessories. Adopted only after an extensive research program and actual trials, Interlux canvas cement is a waterproof adhesive for permanently bedding down canvas to decks, cabin tops, pilot house tops, cockpit floors, etc. It comes in a semi-paste consistency, and can be applied easily on painted or unpainted wood, composition board, metal and similar surfaces with a putty knife, trowel, notched spreader, heavy fibered brush or whiskbroom.

Interlux canvas cement sets up slowly, therefore allowing sufficient working time for laying-in the canvas, as well as stretching and rolling it out smoothly prior to fastening. The new cement is extremely elastic and will not become brittle with age. This factor enables the canvassed area to withstand the stresses and strains of vibration, as well as being walked over.

Interlux canvas cement also contains a special mildewproofing agent which provides additional protection against dry or wet rot and deterioration. The cement is neutral in color and its spreading rate is from 50 to 75 square feet per gallon, depending upon the absorption of the surface to which it is applied. A folder describing usage of the cement is available upon request to Company headquarters.

Edo Offers Fishscope for Party Boats

A special version of the Edo Fishscope for party fishing boats has been introduced by the Edo Corporation, College Point, N. Y. The new device is identical to the Edo Fishscope introduced earlier this year for commercial fishing boats, with the exception that its scale has been re-

duced from 0 to 250 fathoms to 0 to 250 feet, thus giving a greatly enlarged view of activity in the relatively shallower waters normally fished by party boats.

The Fishscope presents its information on an easy-to-read cathode ray TV-type tube, and magnifies the view of the fish ten times once spotted. This latter feature is accomplished by means of a two-scale selector switch. While looking for fish, the Fishscope is operated on the 0 to 250 foot scale. When schools of fish are seen in the form of "clouds" on the tube, the skipper can switch to the particular 25-foot sector where the fish were spotted. This magnifies the view ten times and permits spotting individual fish.

First installation of the new model Fishscope was made recently on the *Palace III*, skippered by Lester Baletti, out of Hoboken, N. J. and the Battery.

New Long-Lived Exide Battery Developed

The Electric Storage Battery Co., Philadelphia, Pa., has developed an improved Exide battery which is claimed to last more than 17 years. Previously seven years had been the best life normally attainable in the same service.

The Company presented battery performance records to the U. S. Patent Office several months ago in support of its claims for patent protection on new and improved battery grid alloys. The recently granted patents describe the alloying of lead with varying and precisely controlled quantities of antimony, arsenic and silver, and use of these alloys in the grid structure of battery plates.

According to the patent, the seventeen-year case histories describe batteries maintained on "float," as in many industrial applications requiring stand-by current. It is believed that the new developments will have a significant effect on the service life of Exide storage batteries in all other industrial applications.

Cooper-Bessemer Promotes Lay and Miller

Two promotions have been announced by The Cooper-Bessemer Corp., Mount Vernon, Ohio. Robert F. Lay has been named assistant general sales manager of the firm. The appointment elevates Mr. Lay from the position of chief engineer of Cooper-Bessemer's Product Division, a job which he has held since January of this year.

Mr. Lay became associated with Cooper-Bessemer in 1924, and then joined the Baldwin Locomotive Co. ten years later. Upon return to Cooper-Bessemer in 1946, Mr. Lay worked as head of the Stationary Engine Section.

The promotion of Eugene L. Miller to assistant general



Newly-promoted officials of The Cooper-Bessemer Corp. From left to right: Robert F. Lay, assistant general sales manager; and Eugene L. Miller, assistant general manager.

TOBIN BRONZE:

69-year-old alloy still boatmen's first choice for propeller shafting

Back in 1885 when they launched the first motor boat, they chose Tobin Bronze* for its propeller shaft. Today, 69 years later, Tobin Bronze is still first choice with commercial boatbuilders and owners. And for the very same reasons it was chosen originally.

Tobin Bronze resists corrosion from sea water. It is strong... yet "gives" to sudden jars that might damage bearings and housings. Each shaft is accurately turned for smoothness and precision... specially straightened to keep vibration down.

This insignia is your sign that you're getting the finest value in propeller shafting. Tobin Bronze is only one of the ANACONDA family of Marine Brass and Bronze, which includes Tempaloy* Shafting and Everdur* Copper-Silicon Alloys for fastenings and fittings. *The American Brass Company, Waterbury 20, Conn. In Canada: Anaconda American Brass Ltd., New Toronto, Ont.*

54347

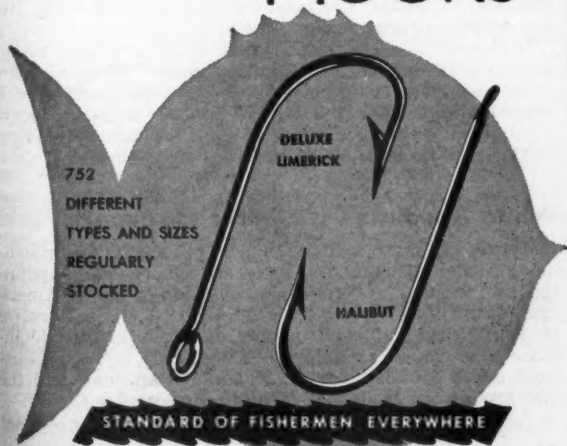
*Reg. U. S. Pat Off.

ANACONDA®

Marine Brass and Bronze



PFLUEGER Hooks



You can depend upon Pflueger Hooks to give long service. They're made of the toughest steel, finely tempered to hold shape and finish. Made in U.S.A. by third generation of Pfluegers. Demand Pflueger hooks and you'll catch more fish.

THE ENTERPRISE MANUFACTURING CO., AKRON, OHIO
90 YEARS OF MAKING FINE TACKLE

PFLUEGER • MADE IN U.S.A.

Phonounced "FLEW GER"

B.F. Goodrich Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

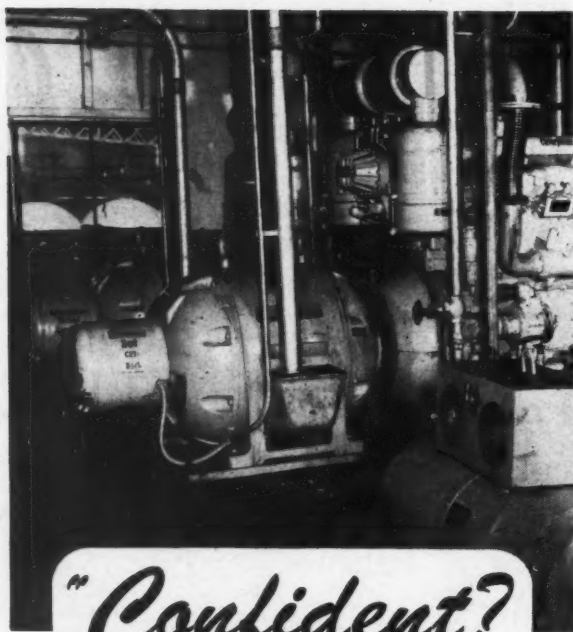
Available at Boat Repair Yards and Marine Equipment dealers.

Lucian Q. Moffitt, Inc.

AKRON 8, OHIO

Engineers and National Distributors

From left to Eugene L.



"Confident?"

SURE! THEY'RE CAT DIESELS"

"We have full confidence in these Cat D375 Engines. Two Cat D375's drive two 210 KW generators, another D13000 powers an air compressor for this floating concrete mixing plant." Sam Geatton, Equipment Mgr., Merritt-Chapman, Scott Corp., New York, N. Y.

Take it for granted: with a Cat Diesel Marine Engine sold by H. O. Penn in your boat, you know it will do everything it's designed to do! Here are reasons why:

DEPENDABILITY...many Cat Engines have worked for 100,000 meter hours or more. Few others can match this record.

ECONOMY...Cats efficiently burn power-rich, low-cost No. 2 fuel, saving about 10% in cost over many other diesels.

SERVICE...we stand behind Cat Diesel Marine Engines with engineering service, trained servicemen, and a full stock of parts in major ports around the New York area. See us today for the engines and service that earn your confidence!

H. O. Penn Machinery Co.
INCORPORATED

140th Street & East River, New York, N. Y.
496 Jericho Turnpike, Mineola, L. I.
Dutchess Turnpike, Poughkeepsie, N. Y.
136 Day Street, Newington, Conn.

CATERPILLAR
MARINE POWER
HEADQUARTERS

manager has been announced by Gordon Lefebvre, president and general manager of Cooper-Bessemer. At the time of his promotion, Mr. Miller was supervisor of application engineering.

A graduate of Mechanical Engineering from Oklahoma A & M in 1941, Mr. Miller spent the next 4 years in the armed services as Battalion Commander with the rank of Lt. Colonel. Upon leaving the service he joined Cooper-Bessemer.



M. A. Galvin, who has been appointed sales engineer at the New York City office of the Engine Division of The National Supply Co., makers of Superior and Atlas Diesel engines. Mr. Galvin was associated with an engine distributor in New York for five years, and previously served as manufacturer's representative for a tractor company.

"Celastic" Deck Covering Material Saves Ice

"Celastic" plastic, manufactured by a DuPont subsidiary and marketed to the fishing industry by Calahan & Horsey, Inc., 551 Fifth Ave., New York 17, N. Y., is being used extensively as a deck covering material on shrimp boats operating in the Gulf of Mexico. It is claimed that shrimp bins under "Celastic" covered decks retain ice longer and hold the temperature noticeably lower than before the covering was applied. One firm plans to cover the hatches as well as the decks of their vessels to further protect against heat penetration, and allow the boats to remain out for longer periods.

It is claimed that the "Celastic" covered decks do not leak, and are not affected even by the heavy iron shoeing of the other boards, nor by other hard usage. In the Maine fisheries, "Celastic" has been used for deck covering, live fish wells and refrigerator lining.

"Celastic" is a cloth into which is impregnated plastic so that it resembles thick blotting paper. When this impregnated cloth is immersed into the liquid activator, it becomes limp. In that state, it is applied to the surface it is intended to cover. In a few minutes it becomes leathery, and after a further period becomes very hard.

White Appoints Distributor for Export

Wilfrid O. White & Sons, Inc., manufacturers of marine navigational instruments, have announced the appointment of the Philips Export Co., Division of North American Philips Co., Inc., at 100 East 42nd St., New York, as exclusive distributor for export of White electronic instruments. These include the Model "C" series of Sur-Echo depth sounders for 40, 80 and 120 fathoms, and the new low-priced Model "D" White echo sounder for 80'.

Chrysler Names Four New Dealers

The Chrysler Corporation recently has appointed several new dealers. They include George W. Collins, Inc., 2192 Niagara St., Buffalo, N. Y., who has been selected to represent Chrysler in Buffalo and Erie County, New York. Miller Marine Motors of 932 E. Elizabeth Ave., Linden, N. J., is the Chrysler dealer for Richmond County, New York, and Hudson, Essex, Union, Middlesex and Monmouth Counties in New Jersey. Zachary Miller is proprietor of this firm.

The Chrysler representative in the County of Broward in Florida is Lauderdale Yacht Basin, Inc. of Ft. Lauderdale, Fla. Kremer Motor Co. of 1428 22nd Ave., Gulfport,

• ST. LOUIS, MISSOURI • CHICAGO, ILLINOIS • NEW ORLEANS, LOUISIANA • BALTIMORE, MARYLAND •

MECHANICAL EQUIPMENT CO.... another S-N Distributor

in the coast-to-coast
chain offering

S-N MARINE GEARS parts and service

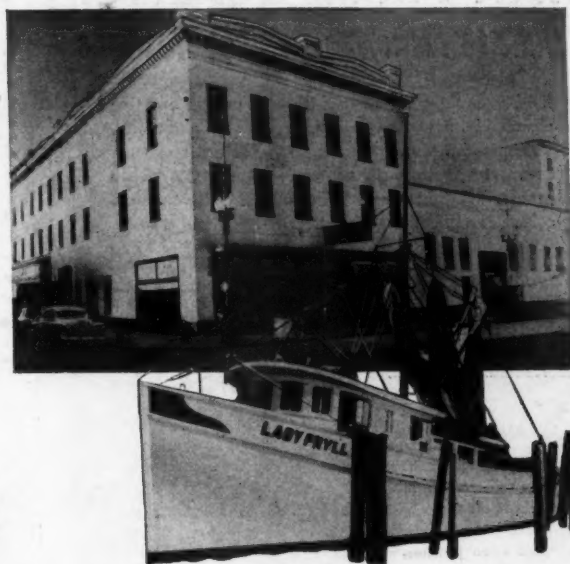
As S-N Marine Gear specialists, the Mechanical Equipment Co., know that such exclusive S-N features as: wet-type cone clutch, balanced reverse gear train and rugged herringbone reduction gearing . . . insure reliable power transmission under all conditions with a minimum of wear. For S-N parts, see your engine distributor. If he cannot offer immediate assistance, contact your nearest S-N Distributor.

ON THE FINEST MARINE ENGINES 4 TO 1000 H.P.

SNOW-NABSTEDT

Transmission Engineers
FOR NEARLY HALF A CENTURY

"MAKERS OF JOE'S GEARS"
THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.



Mechanical Equipment Co., 861 Carondelet, New Orleans, La.
Shrimp Trawler Lady Phyllis equipped with S-N 3.96:1 Gears.

• DETROIT, MICHIGAN • JACKSONVILLE, MIAMI, FLORIDA • PORTLAND, OREGON • HOUSTON, TEXAS •

NORFOLK, VIRGINIA • SEATTLE, WASHINGTON • VANCOUVER, BRITISH COLUMBIA

Miss., has been named Chrysler dealer for the counties of Harrison and Jackson in Mississippi. All of the new dealers will handle the entire Chrysler marine line, which includes the new 200 hp. V-8.

Aqua-Clear Stops Rust in Ice-Making Plants

Rust and corrosion in circulating brine systems where sodium chloride is used as a refrigerant, can be eliminated by using Liquid Aqua-Clear, manufactured by Sudbury Laboratory, South Sudbury, Mass.

In an artificial ice plant, the pans in which the cakes of ice are frozen often start to rust almost immediately because of the contact with sodium chloride brine. As soon as rust forms on the outside of these pans, the rust becomes an insulator and slows down the freezing of the ice. Further, in a comparatively short time the pans are destroyed.

It has been found that by putting one pint of Liquid Aqua-Clear in a brine tank with every 100 gallons of sodium chloride brine, rust and corrosion is eliminated and the ice is frozen more efficiently.

Winslow Has New Paper Filter Elements

Addition of a new line of laminated paper elements to supplement the Winslow standard filters has been announced by C. A. Winslow, president of the Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif. The filtering paper used in the new "Weco-micro Free-Flo" elements is pre-cured and compressed with over 500,000 lbs. of pressure. The result is microscopically fine filtering media of even density throughout.

To prevent channeling of the oil inside the element, heavy felt pads are cemented between the metal end plates and the filter paper. Other features include a perforated steel center tube to provide over-all rigidity. Special self-adjusting end seals prevent external by-passing.

Owners and Crews Say

WHAT A BOAT!

They're talking about the ease of handling, rugged construction, skilled workmanship and finest selected materials in our especially designed . . .

Hatteras Type

68-FT. TRAWLER

Built to get you going and get you back in any weather—sea boats like the Betty SCA and Phoenix of Port Isabel, Tex.; Irene K of Fort Myers, Fla., and Miss Betty J of Punta Gorda, Fla.

Complete Package deal with your choice of engine and equipment. Convenient terms, prompt delivery. For all details see or write:

H. Marshall Oliver, Mgr.—Sales & Service

1905 S. W. 23rd Ave., Miami, Florida—Phone 4110

Morehead City Yacht Basin, Inc.

Phone 6-4146

Morehead City, N. C.

New: PRIME QUALITY!

Built to Fishermen's Specifications

Rubber clothing designed with all the features that commercial fishermen tell us are desirable and useful. Vulcanized watertight seams, roomy cut for maximum comfort; specially developed compounds provide greater resistance to sun, water and abrasion. In 3 colors: Black, Yellow, Olive Drab.

U. S. SQUAM HAT

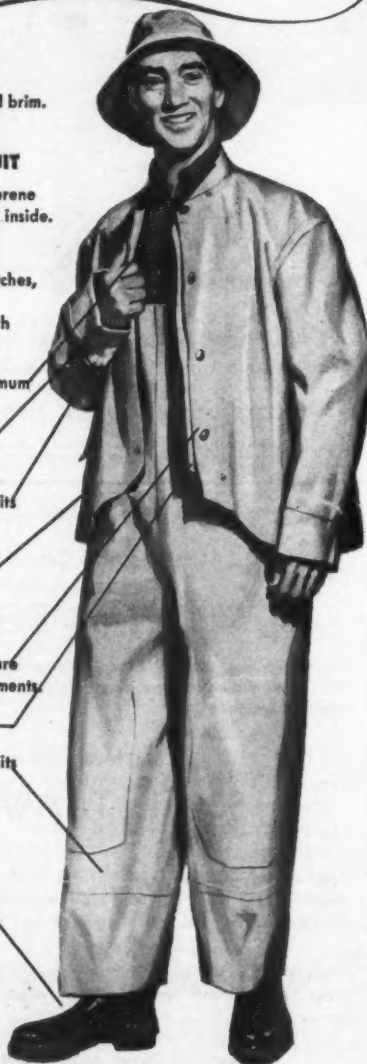
- reinforced water-shed brim.

U. S. MARINER SUIT

- Strong fabric, Neoprene coating outside and inside. Overalls have elastic insert suspenders, reinforced knee patches, cut-off bands for shortening leg length if desired.
- Collar cut for maximum comfort.
- Extra sleeve facing for longer wear.
- "Cut-off" band permits sleeve shortening without curling or raveling.
- Eyelet drainage on side pocket.
- Rust-resistant hardware throughout both garments.
- Jacket has fly front.
- "Cut-off" band permits trouser shortening without curling or raveling.

TRAWLER BOOTS

- black thigh
- felt lined
- "Fin-Guard" vamp.



SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES



U. S. INDUSTRIAL RAYNSTERS®
U. S. ROYAL RUBBER FOOTWEAR

UNITED STATES RUBBER COMPANY



Ralph G. Klieforth, president of Universal Motor Co., and George Mikkelsen, president of Oluf Mikkelsen Co., and other representatives of these firms recently observed 30 years of continuous association between the two names. At this meeting, arrangements were made for a further stepping up of sales and service facilities in New York. Shown above from left to right are: Charles Montag, Vincent Cassidy, Messrs. Klieforth and Mikkelsen, and John Millard.

New Roebling Wire Rope Catalog

John A. Roebling's Sons Corp., 640 Broad St., Trenton 2, N. J., has issued a new publication entitled "Wire Rope Recommendations and Catalog", designed to provide a simplified ordering plan and reference for wire rope users. The catalog is divided into 16 sections, one for each of the major industries which use wire rope. Each section, clearly marked by index tabs for quick reference, gives detailed information on wire rope for specific requirements.

The new Roebling plan for ordering uses code numbers, as indicated in the catalog, for the different sizes and types of wire rope. Orders are made simply by giving the code number and length of rope required. Purchasers also may mention end-use for the rope to insure proper lubrication for given applications. The plan already has been implemented by Roebling distributors throughout the country.

Personnel Changes at Kermath

Major changes in its executive personnel have been announced by Kermath Manufacturing Co., of Detroit, Mich., makers of gasoline and Diesel marine engines. The firm has appointed Don A. Wich as its new general manager, and also has made him a vice-president.

Wich has been with Kermath since 1940 and is widely known throughout the marine engine industry. In his early years with the Company, he specialized in efficiency studies, worked in various other capacities through the mid-forties, and then headed up the purchasing division.

E. P. "Ted" Andrews has been named general sales and advertising manager. Andrews, who joined the Kermath sales department earlier this year, has 30 years' experience in various fields of general marketing and selling, as well as thorough knowledge of the marine field.

Caterpillar Company Reassigns McNary

Caterpillar Tractor Co. recently announced the re-assignment of W. F. McNary to the Eastern Sales Division. Born in Attleboro, Mass., and a graduate of M. I. T. with a Naval Architecture degree, McNary joined Caterpillar in 1949 as a Special Marine Engine Representative. He previously had been employed for eight years as Chief Engineer with two naval architecture concerns.

Fish Landings

For Month of July

Hailing fares. Figure after name indicates number of trips.

NEW BEDFORD

Adventurer (4)	59,000	Kelbarsam (2)	16,400
Anastasia E. (3)	48,000	Lera G. (3)	60,700
Annie Louise (4)	37,400	Louis A. Thebaud (3)	66,200
Annie M. Jackson (3)	73,300	Mary & Joan (1)	41,000
Antonina (3)	53,000	Mary Tapper (3)	97,500
Arnold (4)	30,800	Nancy Jane (1)	37,000
Arthur L. (2)	46,500	Noreen (3)	206,000
Automatic (3)	16,600	Pauline H. (3)	252,300
Barbara (3)	60,600	Phyllis J. (3)	37,200
Barbara M. (2)	43,500	Prosperity (1)	1,200
Carl Henry (3)	109,000	Question (2)	8,000
Chas. E. Beckman (4)	51,800	Reliance (1)	2,500
Charlotte G. (3)	73,300	Roann (1)	23,500
Christina J. (4)	174,500	Roberta Ann (3)	57,100
Connie F. (3)	99,000	Rosemarie V. (2)	44,400
Dauntless (4)	72,500	R. W. Griffin, Jr. (1)	41,000
Driftwood (3)	10,400	St. Ann (2)	52,300
Elva & Estelle (3)	46,800	Sea Fox (3)	55,800
Elva L. Beal (5)	34,900	Sea Hawk (245265) (2)	43,300
Ethel C. (3)	86,500	Sea Hawk (Boston)	
Eugene & Rose (2)	28,400	(241196) (2)	78,500
Eunice-Lillian (2)	53,800	Shannon (1)	33,500
Falcon (3)	105,500	Smilyn (3)	66,200
Felicia (3)	168,400	Solveig J. (3)	192,000
Gladys & Mary (2)	80,500	Stanley B. Butler (3)	148,500
Grover (3)	79,300	Sunbeam (2)	50,800
Harmony (2)	67,300	Susie O. Carver (4)	34,200
Hope II (3)	117,500	Teresa & Jean (3)	187,500
Invader (2)	83,000	Two Brothers (3)	23,100
Ivanhoe (3)	52,500	Two Brothers (Boston) (1)	5,000
Jacinta (3)	174,500	Venture 1st (4)	178,000
Jeanne Anne (2)	13,600	Victor Johnson (3)	89,000
J. Henry Smith (1)	7,000	Viking (2)	107,000
Jimmy Boy (4)	70,200	Viking (Chil.) (1)	5,300
Joan & Ursula (4)	104,200	Whaler (3)	150,200
Katie D. (2)	96,900	Winifred M. (1)	5,500

Scallop Landings (Lbs.)

Agda (3)	33,000	Major J. Casey (1)	11,000
Aloha (2)	22,000	Malene & Marie (3)	33,000
Alpar (2)	22,000	Marmax (2)	22,000
Amelia (1)	11,000	Martha E. Murley (2)	22,000
Babe Sears (2)	22,000	Mary Anne (3)	33,000
Barbara & Gail (1)	11,000	Mary Canas (3)	23,000
B. Estelle Burke (1)	11,000	Mary E. D'Eon (1)	11,000
Bobby & Harvey (2)	18,000	Mary J. Hayes (3)	33,000
Brant (3)	33,000	Mary J. Landry (3)	27,500
Bright Star (2)	22,000	Mary R. Mullins (2)	22,000
Cap'n Bill (2)	16,300	Mayflower (1)	11,000
Carol & Estelle (3)	33,000	Miriam A. (2)	22,000
Carol & Jack (1)	11,000	Moonlight (3)	31,500
Catherine & Mary (3)	33,000	Muskegon (1)	11,000
Charles S. Ashley (2)	22,000	Nancy Jane (1)	11,000
Dartmouth (2)	22,000	New Bedford (2)	22,000
David A. (1)	10,500	Newfoundland (2)	22,000
Debbie & Jo-Ann (3)	33,000	North Star (1)	2,000
Doris Gertrude (2)	22,000	Olive M. Williams (2)	12,000
Dorothy & Mary (2)	22,000	Pearl Harbor (2)	22,000
Eleanor & Elsie (3)	32,600	Pelican (2)	22,000
Elizabeth N. (3)	32,000	Porpoise (2)	22,000
Fairhaven (3)	33,000	Red Start (3)	32,700
Flamingo (3)	33,000	Richard Lance (1)	11,000
Fleetwing (2)	22,000	Rosalie F. (2)	22,000
Friendship (3)	33,000	Ruth Moses (2)	22,000
Friendship 2nd (1)	9,000	Sea Ranger (3)	33,000
Janet & Jean (2)	21,700	S. No. 31 (1)	11,000
Jerry & Jimmy (3)	23,500	The Friars (2)	16,500
John G. Murley (3)	32,900	Ursula M. Norton (3)	33,000
Kingfisher (3)	33,000	Vivian Fay (2)	22,000
Lauren Fay (3)	33,000	Wamsutta (2)	22,000
Linus S. Eldridge (2)	22,000	Wm. D. Eldridge (2)	22,000
Louise (1)	11,000	Wm. H. Killigrew (2)	22,000
Lubenray (2)	22,000		

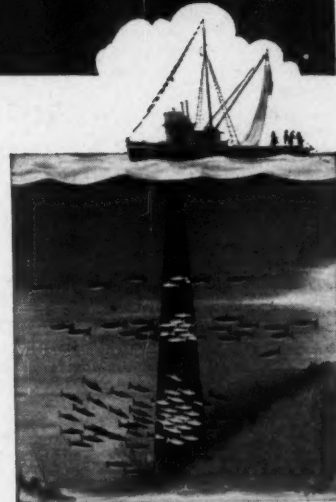
Swordfish Landings (No. of Fish)

Resolute (1)	1
--------------	---

New ELECTRONIC "FISH-FINDER"



**Eliminates
Guesswork
—Assures
Bigger
Catches**



FISCHLUPE* is the newest cathode-ray type of depth sounder that gives a continuous picture of the waters beneath your ship.

It locates schools of fish . . . spots underwater hazards that can hang nets . . . aids in navigation and survey work . . . functions as an underwater depth indicator. Fish and other objects appear as short horizontal traces on a cathode ray tube.

The FISCHLUPE is a boon to fishermen. Length of "fishing time" can be reduced. Unprofitable towing can be prevented. The catch can readily be estimated, and net hauled in at the correct time. No special knowledge required to operate the equipment.

*"Fish-Lens"



WRITE FOR COMPLETE DETAILS—TODAY

RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION of AMERICA

75 VARICK STREET, NEW YORK 13, N. Y.

The CRUISE MASTER

An Ideal Compass for smaller boats

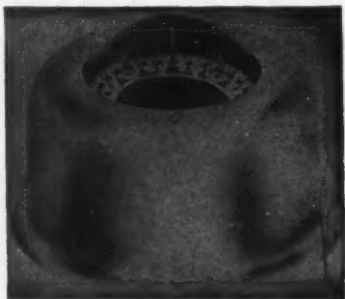
4" Spherical

Indirect Lighting

Built-in
Compensator

Chrome Plated
Base

Price \$39.00



For Larger Boats Get Our

6-inch FLOAT TYPE COMPASS

Quality Instruments You Can Depend On

Compasses - Course Protractors - Binnacles - Peloruses



Write for descriptive folder

**MARINE COMPASS
COMPANY**

Pembroke, Massachusetts



THE NUMBER OF ITS USERS
is Skyrocketing!

And no wonder, for practically every skipper who switches to this propeller is so enthusiastic over the way it eliminates vibration, increases speed and generally improves performance that he can't help telling others. You, too, will find the purchase of a FEDERAL "VIBRA-FREE" one of the best investments you ever made. Usually, no change in size, pitch or RPM is necessary, and the extra cost over a standard 3-blade is very little. Made of exceptionally long-lasting alloy.

**FEDERAL
PROPELLERS**

GRAND RAPIDS 3, MICHIGAN

WOODS HOLE

Arnold (1)	1,900	Morning Star (4)	7,200
Cap'n Bill (1)	34,500	Our Gang (1)	5,100
Clara C. (5)	9,000	Priscilla V. (2)	37,900
Eugene H. (2)	61,500	Prosperity (1)	4,200
Eva M. Clark (6)	8,300	Pvt. Frank Kessler (1)	1,600
4-R-683 (3)	6,500	Question (1)	4,300
J. Henry Smith (1)	1,600	Reliance (2)	1,600
Julia K. (2)	4,300	Roann (1)	800
Little Lady (5)	17,400	Russell S. (1)	1,100
Lynn Murphy (1)	1,200	Smiley (1)	900
Madeline (3)	14,700	Wee One (3)	

Scallop Landings (Lbs.)

Bright Star (1)	10,125	Palestine (2)	20,250
Mary E. D'Eon (1)	10,125	The Friars (1)	3,795

Swordfish Landings (Lbs.)

Cap'n Bill II (1)	5,461	Three Bells (1)	7,400
Christine & Dan (1)	10,595	Papoose (2)	20,400

GLOUCESTER

Admiral (2)	130,000	Manuel P. Domingos (1)	165,000
Althea (1)	6,000	Margaret Marie (5)	85,000
American Eagle (8)	161,000	Margie L. (5)	78,500
Anna Guarino (8)	68,500	Maria Immaculata (13)	267,000
Annie (13)	65,500	Marion & Alice (3)	265,000
Annie & Josie (8)	86,000	Maris Stella (1)	155,000
Anthony & Josephine (9)	141,000	Mary (18)	179,000
Atlantic (3)	177,000	Mary Ann (6)	213,000
Ave Maria (1)	55,000	Mary E. (5)	62,000
Baby Rose (1)	110,000	Mary Jane (2)	380,000
Bobby & Jack (2)	105,000	Mary Rose (2)	330,000
Bonaventure (2)	310,000	Michael F. Densmore (2)	110,000
California (9)	276,000	Michael G. (2)	52,000
Carlannul (9)	154,000	Minkette 1st (2)	1,500
Carlo & Vince (7)	124,000	Mother Ann (2)	460,000
Catherine B. (6)	313,000	Natale III (5)	152,000
Chance (1)	94,000	No More (1)	5,000
Cherokee (2)	127,000	Novelty (6)	77,000
Cigar Joe (1)	500	Ocean Clipper (1)	35,000
Clipper (2)	300,000	Ocean Life (1)	300,000
Columbia (1)	200,000	Ocean Spray (2)	99,000
Curlew (1)	180,000	Ocean Wave (2)	192,000
Dawn (11)	118,000	Our Lady of Fatima (1)	230,000
Doris F. Amero (2)	84,000	Philip & Grace (2)	265,000
Eagle (1)	190,000	Pilgrim (2)	330,000
Eddie & Lulu M. (5)	29,500	Pilhasca (7)	114,500
Edith L. Boudreau (1)	85,000	Pioneer (5)	79,000
Emily H. Brown (2)	350,000	P. K. Hunt (2)	240,000
Etta K. (2)	93,000	Powhatan (1)	56,000
Eva II (7)	44,000	Priscilla (5)	7,500
Falcon (8)	131,000	Puritan (2)	270,000
Florence & Lee (1)	165,000	Rose & Lucy (6)	189,000
Flow (1)	225,000	Sacred Heart (12)	127,000
Frances R. (6)	270,000	Sacred Heart (Boston) (7)	84,000
Francis L. MacPherson (2)	315,000	St. Anthony (1)	160,000
Frankie & Jeanne (11)	74,000	Saint Cabrini (3)	113,000
Gertrude E. (5)	21,500	St. Francis (8)	160,000
Giacomo (8)	81,500	St. John (6)	23,500
Golden Eagle (2)	260,000	St. Joseph (7)	240,000
Hazel B. (2)	240,000	St. Mary (8)	250,000
Helen B. (4)	148,000	St. Nicholas (2)	360,000
Hilda Garston (1)	180,000	St. Peter (8)	317,000
Holy Family (1)	170,000	St. Peter II (1)	160,000
Holy Name (8)	147,000	St. Providence (12)	127,000
Ida & Joseph (3)	121,000	St. Stephen (7)	108,500
Immaculate Conception (4)	65,000	St. Therese (6)	115,000
Jackie B. (3)	101,000	St. Victoria (2)	120,000
Jackson & Arthur (9)	87,000	Salvatore & Grace (2)	81,000
Jennie & Lucia (3)	155,000	Sea Hawk (3)	415,000
Joe D'Ambrosio (3)	21,000	Sea Queen (2)	74,000
Johnny Baby (16)	77,000	Sea Rambler (2)	85,000
Jorgina Silveira (1)	65,000	Sebastiana C. (3)	144,000
Joseph & Lucia (1)	150,000	Serafina N. (7)	155,000
Joseph S. Mattos (1)	200,000	Serafina II (7)	164,000
Josie II (4)	70,000	Star of the Sea (2)	47,000
Judith Lee Rose (1)	260,000	Stella Maris (5)	127,000
Killarney (2)	350,000	Sylvester F. Whalen (1)	160,000
Lady of Good Voyage (2)	192,000	Therese M. Boudreau (2)	400,000
Linda B. (2)	5,500	Tina B. (1)	102,000
Little Flower (9)	218,000	Tipsy Parson (3)	8,500
Little Joe (9)	196,000	Trimembr (5)	44,000
Lorine 3rd (3)	72,000	Veronica N. (8)	35,500
Lucy Scolia (7)	109,500	Victoria (6)	8,000
Madame X. (4)	8,500	Villanova (1)	225,000
Madonna Di Siracusa (6)	43,500	Virginia Ann (4)	61,000
Malolo (2)	112,000	We Three (5)	58,500
		White Owl (9)	58,000
		Whitestone (2)	115,000
		Wild Duck (1)	150,000

Scallop Landings (Lbs.)

Brother Joe (1)	4,000	Skelligolee (1)	1,000
Cap'n Bill (1)	3,000		

SEATTLE

Halibut Landings

Agnes O. (1)	19,000	Lindy (1)	74,000
Alaskan (1)	34,000	Lorelei II (1)	46,000
Albatross (1)	50,000	Lualda (1)	41,000
Aleutian (1)	43,000	Lucky Star (1)	50,000
Alma (1)	40,000		
Alma J. (1)	35,000	Maddock (1)	1,800
Alrita (1)	75,000	Marconia (1)	38,000
Anne (1)	39,000	Marilee Ann (1)	20,000
Arlice (1)	50,000	Martindale (1)	58,000
Arrow (1)	48,000	Masonic (1)	60,000
Attu (1)	47,000	McKinley (1)	84,000
		Merit (1)	300
Bergen (1)	42,000	Nanna (1)	30,000
Bernice (1)	26,000	New Era (1)	60,000
Bernice R. (1)	35,000	Nordby (1)	50,000
Bertha (2)	550	Nordic (1)	46,500
Brisk (1)	34,500	Norrana (1)	25,000
		Norsel (1)	38,000
Carmella J. (1)	20,000	North (1)	54,000
Celtic (1)	57,000	Northern (1)	46,000
Chelsea (1)	40,000		
City of Seattle (1)	61,000	Oceanus (2)	29,083
Columbia (1)	38,000	Orbit (1)	12,000
Constitution (1)	60,000		
Cooldige (1)	32,000	Pacific (1)	50,000
Coral (1)	28,000	Pioneer (1)	40,000
		Polaris (1)	60,000
Daily (1)	53,000		
Dolphin (1)	37,000	Regina (1)	56,000
		Republic (1)	48,000
Eagle (1)	75,000	Resolute (1)	60,500
Eldorado (1)	39,000	Roberta (1)	44,000
Eloise III (1)	25,000		
Empress (2)	2,200	St. John II (1)	47,000
Estep (1)	38,000	Salty (1)	600
Ethel S. (1)	40,000	Salute (1)	45,000
Eureka (1)	600	Sanak (1)	40,000
Evening Star (1)	43,000	Sandra L. (1)	23,500
		Seattle (1)	30,000
Faith II (1)	27,000	Seymour (1)	30,000
Flint (1)	48,000	Sonja (1)	24,000
Flying Tiger (1)	50,000	Soupin (1)	60,000
Forward (1)	3,000	Stampede II (1)	25,000
Frigidland (1)	35,000	Sunset (1)	49,000
		Susan (1)	48,000
Gloria II (1)	24,000	Suzanne (1)	12,500
Grant (1)	54,000	Sylvia (1)	35,000
Havana (1)	35,000	Tatoosh (1)	25,500
		Tilikum (1)	1,500
Ilene (1)	60,000	Thor (1)	52,000
Inez M. (1)	37,000	Tongass (1)	60,000
		Trinity (1)	45,000
Janette (1)	47,500		
Kaare (Can.) (1)	83,000	Vansee (1)	40,000
Karen T. (1)	65,000	Vashon (1)	55,000
Kodiak (1)	62,000	Vigorous (1)	52,500
		Vivian (1)	40,500
Leading Lady (1)	50,000		
Leviathan (1)	30,000	Yakutat (1)	58,000
Liberty (1)	55,000	Zenith (1)	60,000

PORTLAND

Alice M. Doughty (2)	76,500	Marie H. (13)	123,900
Alice M. Doughty II (2)	43,000	Mary & Helen (17)	232,400
Alton A. (1)	14,000	Mascot (17)	202,100
Andarte (1)	65,000	M. C. Ballard (3)	263,200
Annie Louise (11)	124,000	Median (2)	620,000
Araho (13)	170,000	Mocking Bird (2)	115,000
Ariel (2)	191,400		
Batavia (2)	340,000	Njorth (2)	14,600
Betty Nell (13)	104,200	Norland (8)	68,000
		Onward III (14)	226,300
Carmella & Lois (4)	26,600		
Carolyn & Priscilla (1)	15,000	Pocahontas (2)	225,000
Catherine & Mary (3)	211,000	Polaris (1)	130,000
Cathy & Aldie (13)	167,500		
Challenger (1)	20,000	Quincy (1)	201,000
Courier (2)	400,000		
Crescent (7)	154,500	Rebecca II (19)	268,400
		Resolute (3)	140,700
Dart (15)	121,800		
Dorchester (2)	290,000	St. George (2)	360,000
		St. Michael (1)	9,600
Eagle (1)	197,000	Sea King (1)	39,000
Elinor & Jean (6)	104,000	Shady Lady (6)	61,700
Ethelina (1)	30,000	Silver Bay (1)	130,000
		South Sea (2)	96,000
Gretchen & Dale (15)	144,800		
Gulf Stream (1)	220,000	Theresa R. (2)	227,000
Helen B. (1)	24,000	Vagabond (4)	180,000
Isaac Fass (2)	21,500	Vandal (1)	35,000
		Vida E. (1)	4,500
Jackie B. (1)	8,000	Vida E. II (18)	293,300
		Voyager (2)	60,700
Lawson (3)	215,000		
		Wawenock (1)	220,000
		Winthrop (2)	271,000

Scallop Landings (Lbs.)

Adele K. (2)	18,400	Gambler (1)	11,000
Empress (2)	22,000	Mary & Julia (2)	22,000

Chris-Craft

WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats
—for any commercial use!

Model B, 60 h.p.

Model K, 95 h.p.

Model M, 130 h.p.

Model W, 160 h.p.

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:



Victor C. Lytle

"Six 18-ft. planked hulls used in our boat rental business are equipped with Model B Chris-Craft Marine Engines," states Victor C. Lytle, owner of Avalon Motor Boat Livery, Santa Catalina Island, Calif. "These engines have been taxed to the utmost, operating through six seasons of the kind of maneuvering required to land fighting marlin and swordfish. The engines now have a total of over 14,000 hours' working time with absolutely no trouble and no signs of wear! You just can't beat that kind of performance!"

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

CHRIS-CRAFT CORP., MARINE ENGINE DIV., ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORP., Algonac, Mich.

Send FREE Chris-Craft Marine Engine Catalog to:

Name _____
Address _____
City _____ State _____

HARMONIC SUPPRESSION ... ALWAYS IN BENDIX MARINE RADIOS

A recent ruling of the Federal Communications Commission requires that the harmonics of 2738 kc. be suppressed to prevent interference to other services, notably aeronautical.

The Bendix Marine Radio line was originally designed to avoid harmonic radiations. Without any modification whatsoever the line complies with the present F.C.C. regulations.

You pay no more for the most modern equipment. When you buy Bendix you are buying the best investment in the future.

See your dealer today.



New York Office: 475 Fifth Avenue, New York 17, N.Y. Export—Bendix International: 205 E. Forty-second Street, New York 17, N.Y. Canadian Distributors: Aviation Electric Ltd., 200 Laurentian Boulevard, Montreal, Que.; Magneto Sales and Service, Ltd., 126 Gore Avenue, Vancouver, B.C.

BOSTON

Acme (7)	139,000	Maria Christina (7)	40,800
Addie Mae (7)	108,000	Maria Del S. (8)	78,000
Agatha (2)	165,100	Mary & Jennie (6)	87,000
Agatha & Patricia (3)	60,100	Michael G. (1)	20,400
Alphonso (5)	70,000	Michigan (3)	352,500
Angie & Florence (2)	37,500	Mother Frances (3)	135,700
Arlington (3)	470,200		
Atlantic (3)	298,000	Nancy B. (4)	104,600
Ave Maria (1)	25,000	Nautilus (3)	221,900
		Neptune (3)	228,400
Baby Rose (2)	151,600	Notre Dame (3)	112,500
Bay (2)	187,900		
Bonnie (2)	291,500	Ohio (3)	226,400
Bonnie Billow (2)	226,100	Olympia (4)	100,300
Bonnie Breaker (3)	330,400	Olympia La Rosa (4)	151,800
Bonnie Breeze (2)	240,700		
Bonnie Lou (3)	279,500	Pam Ann (3)	254,600
Brighton (2)	196,600	Patty Jean (2)	155,300
		Phantom (2)	187,900
Cambridge (3)	342,300	Plymouth (2)	187,500
Carmela Maria (4)	66,300	Princess (1)	10,500
Catherine Amiraault (3)	284,300		
Catherine B. (4)	28,500	Racer (3)	329,700
Catherine T. (2)	64,800	Raymonde (1)	63,800
Charlotte G. (1)	20,700	Red Jacket (2)	226,700
Cigar Joe (2)	59,300	Roma (8)	121,000
Comet (3)	264,000	Rosa B. (3)	289,100
		Rosalie D. Morse (3)	258,700
Dolphin (1)	22,500	Rosemary (2)	59,600
		Rosie (7)	145,100
Elizabeth B. (3)	336,400	Rush (2)	209,300
Estrela (2)	176,200		
		St. Anna (7)	59,700
Flying Cloud (2)	338,400	San Calogero (7)	125,000
4-C-688 (4)	22,100	Santa Maria (4)	142,800
		Santa Rita (5)	61,700
Geraldine & Phyllis (2)	81,400	Santa Rosalia (1)	2,700
		Santina D. (1)	6,100
Jane B. (3)	309,100	Savio (1)	10,300
J. B. Junior (1)	103,100	Sherry & Scott (2)	33,300
Joe D'Amrosio (1)	9,000	Swallow (2)	272,700
Josephine F. (1)	9,800		
Josephine P. II (4)	202,100	Texas (1)	66,700
Josie M. (5)	49,700	Thomas D. (4)	191,800
		Thomas Whalen (3)	275,300
Katie D. (1)	81,500	Triton (3)	275,700
Lawrence Scola (3)	28,900	Villanova (4)	255,600
Leonarda (9)	43,400	Vincie M. (2)	98,300
Leonard & Nancy (1)	21,000	Virginia (3)	182,100
Lucky Star (1)	90,000		
		Weymouth (3)	359,100
Mabel Mae (2)	166,900	Wm. J. O'Brien (2)	251,900
Magellan (3)	99,900	Winchester (2)	298,400
Maine (2)	249,300	Wisconsin (3)	444,200
Manuel F. Roderick (3)	163,200		

Swordfish Landings (No. of Fish)

Sherry & Scott (1) 1

STONINGTON, CONN.

America (9)	9,200	Jane Dore (2)	35,800
Averio (12)	11,800	Laura (1)	900
Baby II (1)	1,200	Lt. Thos. Minor (2)	5,900
Betty Ann (6)	30,500	Lisboa (2)	6,400
Carl J. (4)	11,600	Little Chief (1)	20,400
Carol & Dennis (2)	2,700	Marise (7)	19,400
Carolyn & Gary (6)	23,800	Mary A. (5)	6,800
Catherine (5)	7,700	Mary H. (9)	9,600
Connie M. (3)	36,100	Our Gang (3)	38,400
Fairweather (2)	54,300	Rita (2)	4,900
Five Sisters (3)	2,800	Russell S. (3)	31,500
Irene & Walter (8)	53,900	William B. (10)	58,200

NEW YORK

Scallop Landings (Gals.)

Barbara & Gail (2)	2,300	Maridor (1)	1,220
Beatrice & Ida (2)	2,395	Nellie Pet (2)	2,199
Carol-Jack (2)	2,425	Norseman (2)	2,420
Catherine C. (1)	1,200	Richard Lance (1)	1,220
Enterprise (3)	3,600	St. Rita (2)	1,825
Florence B. (3)	3,450	S. No. 31 (2)	2,325

New British Columbia Shrimp Beds

Several promising shrimp grounds have been located off British Columbia in a shrimp prospecting program carried out by the Canadian Fisheries Department's Pacific Biological Station. One of these grounds, near Cape Lazo on the east coast of Vancouver Island, is being fished commercially at the present time.

Localities were surveyed in the Strait of Georgia, Queen Charlotte Strait, and Chatham Sound. Also, a short experiment was conducted to compare the fishing abilities of the shrimp beam and other trawls.

Provincetown Fishermen Want Whiting Net Mesh Regulation

A petition signed by 25 fishing captains of the Provincetown whiting fleet was presented last month to Francis W. Sargent of Orleans, chairman of Governor Herter's committee on fisheries. It cited the belief of the skippers that the size of the drag net mesh should be limited in the whiting fishery.

Capt. Manuel P. Dutra, president of the Provincetown Seafood Producers Assoc., said the size quoted in the petition—and believed to serve the best interests of the whiting industry in which most of the Provincetown dragger are engaged—is 4 inches on the frame and 3 inches elsewhere.

Boats from other ports have been fishing in the waters off the Lower Cape with smaller mesh and local fishermen contend they are cleaning the bottom of everything, including tiny fish and others which provide food for larger fish. Much of the fish taken in the smaller mesh has been going for processing as mink food.

Limiting the mesh size to that mentioned in the petition would allow small-type whiting to escape and continue to grow until they have become marketable, according to the fishermen.

Dr. Herbert W. Graham of the Fish & Wildlife Service's Woods Hole laboratory said on August 2 that his department cannot make any recommendation on a proposed mesh regulation to conserve whiting. He stated that the Fish & Wildlife Service does not have enough information on the biology of whiting to make specific recommendations for its conservation. However, he said the laboratory is working on plans to begin a study of whiting early next Fall.

Large Tuna Landed

Two large tuna, the biggest of which weighed 875 lbs. before it was dressed, were brought in to Monument Pier at Provincetown on July 26 from Cape Cod Traps by Capt. Manuel Souza. The largest tuna dressed down to 515 lbs., while the second, which tipped the scales at 675 lbs., dressed down to 415 lbs.

Provincetown Shellfish Regulations Discussed

Discussion of the new shellfish regulations, which close all the flats under the jurisdiction of the town of Provincetown, featured a meeting of Selectmen last month.

Chairman Francis A. Santos read the clam and shellfish regulations, calling for closing the flats on both sides of the West End breakwater and in front of the town to the Truro line, which became effective on July 19. He added that all licenses for digging clams or shellfish which are outstanding become void.

Santos explained that the rules and regulations are the result of a meeting with the shellfish committee recently when it was pointed out that there are millions of seed clams and quahogs which, if allowed to grow, might be worth \$50,000 to \$100,000 in a year or two.

Fleet Blessing

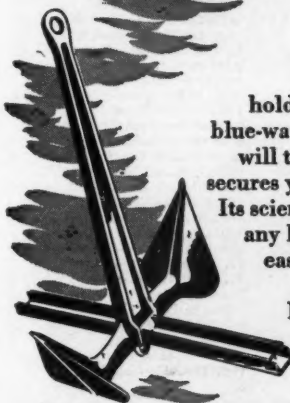
The 7th annual blessing of the Provincetown fishing fleet was held on July 4 and more than 10,000 people assembled on Town Wharf to hear an address by the Most Rev. James L. Connolly, D.D., Bishop of the Fall River Diocese. Nearly 75 fishing boats participated in a procession around the harbor for the individual blessing.

Lobster Fry Liberated

Francis W. Sargent, director of Marine Fisheries, announced that 10,000 lobster fry, fourth stage lobsters, were liberated last month in the waters off Scituate by Richard Burton, shellfish assistant, and Harold Stonefield, local lobsterman. Sargent said that the lobsters had been taken from the hatchery at Oak Bluffs, Martha's Vineyard.

THE LIGHT
ANCHOR
with the

BULLDOG GRIP!



The test of an anchor is how it holds in a hard blow. And blue-water sailors everywhere will tell you that a Northill secures your boat in any wind. Its scientific design grips into any bottom, yet breaks out easily when you're ready to move on. And it's light... easy to handle and quick to stow. 3 to 105 lbs., for boats to 80 ft.

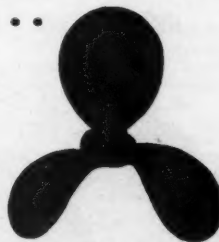
NORTHILL ANCHORS

Northill Company, Inc., 9851 So. Sepulveda Blvd.

Los Angeles 45, California

Subsidiary of THE GARRETT CORPORATION

EXPERT RECONDITIONING ON PROPELLERS OF ALL SIZES . . .



PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.

HYDE WINDLASS COMPANY

BATH, MAINE

HYDE PROPELLERS

40,800
78,000
87,000
20,400
352,500
135,700

104,600
221,900
228,400
112,500

226,400
100,300
151,800

254,600
155,300
187,900
187,500
10,500

329,700
63,800

226,700
121,000
289,100
258,700
59,600
145,100
209,300

59,700
125,000
142,800
61,700
2,700
6,100
10,300
33,300
272,700

66,700
191,800
275,300
275,700

255,600
98,300
182,100

359,100
251,900
298,400
444,200

35,800
900
5,900
6,400
20,400
19,400
6,800
9,600
38,400
4,900
31,500
58,200

1,220
2,190
2,420
1,220
1,825
2,325

eds

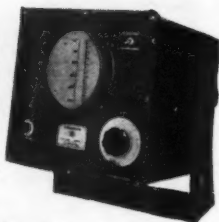
located
am car-
Pacific
be Lazo
ed com-

Queen
experi-
s of the

IST, 1954

FISHSCOPE PROVES OUTSTANDING SUCCESS!

In just a few short months since the Edo Fishscope was announced, this remarkable fish finding device has helped skipper on dozens of boats make consistently better hauls in far less time.



It is now in daily use on these fishing boats:

ADMIRAL—Norfolk
AGNES & ELIZABETH—Portland
ALEX PALADINI—San Francisco
ALICE M. DOUGHTY II—Portland
ALOMA—Seattle
ANDARTE—Portland
ATLANTIC—Norfolk
BATAVIA—Portland
CALM—Rockland
CHEROKEE—Norfolk
CREST—Rockland
DEEP SEA—Seattle
DRIFT—Rockland
ELINOR & JEAN—Portland
ETHELINA—Portland
FIVE SISTERS—Stonington, Conn
FREDERICK H.—Norfolk
IRMA VIRGINIA—Norfolk
JANE B.—Boston
JOSEPH & LUCIA—Gloucester
JOSEPH S. MATTOIS—New York
JUDITH LEE ROSE—Gloucester
LADY OF FATIMA—Gloucester
LAWSON—Norfolk
LUCKY STAR—Boston
MALOLO—Norfolk

MARY ANN—Boston
MARY JANE—Norfolk
MANCHONCH—Norfolk
MOCKINGBIRD—Norfolk
NORTH SEA—Norfolk
PAM ANN—Boston
PHILIP & GRACE—Gloucester
P. K. HUNT—Norfolk
POLARIS—Portland
RAINBOW—Eureka
RESOLUTE—Norfolk
RUTH ELLEN—Seattle
SABELLA—St. John, N. B.
SEA KING—Portland
SEA QUEEN—Norfolk
SOUTH SEA—Norfolk
SQUALL—Rockland
STANLEY BUTLER—New Bedford
ST. ANTHONY—Gloucester
ST. PETER II—Gloucester
SURF—Rockland
TIDE—Rockland
VANDAL—Portland
VOYAGER—Norfolk
WAVE—Rockland
WHITESTONE—Norfolk

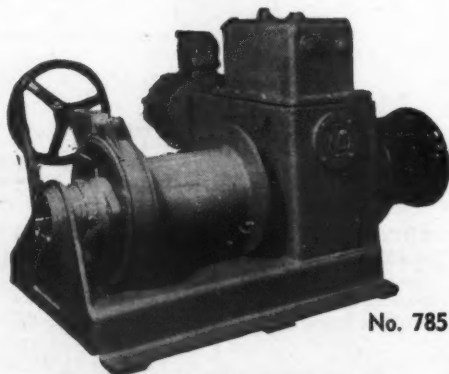


Send Today for Fishscope brochure

CORPORATION
COLLEGE POINT, NEW YORK



NEW ENGLAND



No. 785

SINGLE DRUM WINCH

Motors from 2 to 5 H.P. AC or DC
Drum holds 300 ft. 1/2" diameter; or
465 ft. 3/8" diameter wire rope

For descriptive circular, write
NEW ENGLAND TRAWLER EQUIPMENT CO.
300 Eastern Ave. Chelsea 50, Mass.

Gloucester Boatowner Groups Merge to Improve Industry

Three organizations of Gloucester fishing vessel owners merged to form a single vessel owners' association on July 23 at the Gloucester Marine Railways Corp. office. The new organization which was created to formulate and put into effect a plan for the betterment of the fishing industry in Gloucester, is temporarily known as the Independent Vessel Owners Assoc. of Gloucester.

The Gloucester Vessel Owners' Assoc. and the Gloucester Service Assoc. merged into the new organization. The Gloucester Whiting Assoc. became a part of the new group as a unit.

Solomon Sandler is the temporary chairman of the new group's executive body and spokesman for the Association. He said that the organization already has enlisted the support of the Mass. Institute of Technology, the Fish & Wildlife Service and the Navy Department.

Temporary members of the executive group are Lawrence C. McEwen, Manuel P. Domingos, Jr., Salvatore Ciaramitaro, George Stephen and Capt. Raymond Ker-shaw.

Usen to Build New Fish Stick Plant

Irving Usen, treasurer and general manager of O'Donnell-Usen Fisheries Corp., and City Manager Dean C. Cushing last month signed an agreement for O'Donnell-Usen to acquire city land on which to erect a pre-cooked fish stick plant. Mr. Usen announced that his firm expects to be operating at the new location next Spring. He added that they would continue the fish filleting business at the Fort which was formerly known as the Mariners Fish Co.

The new plant is expected to employ over 100 people on a year 'round basis as long as the cod block supply keeps coming. Space will be allowed for construction of a freezer.

"Eleanor" Sinks off Cape Ann Light

Five fishermen were rescued minutes after their vessel, the 110-ft. dragger *Eleanor*, flooded and sank during fishing operations six miles northeast of Cape Ann Light early last month. Participating in the rescue were a seaplane from the Salem Coast Guard station and a crew of the lifeboat station in Rockport.

According to Capt. Vincent Ciaramitaro, water was noticed pouring into the bilges, and when he went below to investigate, he discovered the ship's pumps unable to keep abreast of the flooding seas. It was believed that seams in the vessel's hull had parted.

Landings of Fish Increase

Landings of fish at Gloucester during the first six months of 1954 totaled 88.8 million pounds. This figure compared favorably with the 77 million pound total for the January through June period of 1953.

A total of 32.5 million pounds of fish were landed at Gloucester during June. This compares with 33.7 million pounds for June 1953, or a drop of 3 1/2 per cent. Landings of ocean perch and whiting were lower than a year ago, and more than offset an increase in production of mixed fish for reduction.

Cumulative totals for the first five months of 1954 show that imports of groundfish and ocean perch fillets totaled 50.6 million pounds, up 35% compared with a year ago.

Salvaged Dragger to Be Repaired

The dragger *Carol Jean*, owned by Capt. Sam Frontiero, has been patched and floated off Front Beach, Rockport, and towed through the Annisquam River to Gloucester harbor. After arrival at Gloucester, the dragger was washed down in the first of many cleanups, needed following three months' submergence.

Florida Research Vessel Finds New Shrimp Bed

Discovery of a new shrimp bed in the waters near Anclote lighthouse off Tarpon Springs on Florida's West Coast was reported last month by James Higman, research assistant at the University of Miami Marine Laboratory. Returning aboard the 67-ft shrimp trawler *Goodwill* from an exploratory trip, Higman said the new area is not as large or extensive as the Campeche or Key West shrimp grounds.

In two nights of fishing the *Goodwill* boated enough shrimp to make a total of 1,700 pounds of shrimp tails. The area covered was small, but radio contact with other trawlers indicated there were many other small fishable areas in that general vicinity.

If the new grounds prove large enough to lower operating costs, due to the short distance from the base of operations, it may make shrimping there profitable. Two separate trips were made by the *Goodwill*, which has been loaned for four months to the Tampa Shrimp Producers' Association by Diesel Engine Sales of St. Augustine, builders of the vessel. The first trip took in the territory from Tampa to Cape San Blas, off Apalachicola.

An extensive scallop bed was located in 24 fathoms off Cape San Blas, opening up the possibility of the establishment of new grounds for the scallop industry.

Aboard the *Goodwill* in addition to Higman were two crew members, Capt. Green Lang and David Williamson. The *Goodwill* will continue the exploration, and James Murdock, research aide at the Marine Laboratory, has been assigned to the vessel for the next trip.

Study of Red Tide Advancing

An important phase has been added to red tide research by the University of Miami Marine Laboratory with the discovery of a fish-killing bacteria in the blooms of red tides. Working under the auspices of the Florida State Board of Conservation, the laboratory isolated the red tide blooms in Whitewater Bay on the southwest coast.

Tests demonstrated the new bacteria was capable of causing fish mortality under controlled conditions similar to a microscopic marine organism discovered in 1947 which was found capable of killing fish under red tide conditions. In all tests the fish used were dead within 24 hours, and a snapper died within five minutes after being placed in the tank.

A plane flight along the Florida Gulf Coast from Tampa Bay to Sanibel Island on July 23 disclosed many sections where scattered dead fish were floating, but there were no signs of any serious red tide threat. Joe Bell of the Fish & Wildlife Service at Fort Myers said there were not as many dead fish as the last time he made an aerial survey of the area on June 29.

Robert Ingle, head of a University of Miami research team at Sarasota, reports that there is no evidence of red tide in that immediate area.

Twenty boats scattered 2,100 drift cards in the Gulf of Mexico between Bradenton and Fort Myers on July 13 in another research venture against the fish-killing red tide. On the 17th 75 boats went out to pick up the postal-size, red cards enclosed in plastic envelopes.

Records will be kept of where the cards were dropped and where they are found, and from this information the University of Miami Marine Laboratory hopes to get data on gulf currents helpful in determining movement of the red tide.

Giant Sponge Brought In

Walter Thompson, Sr. who has spent 40 years raking the bays and ocean for sponges, brought in what he believes to be the biggest sponge ever found.

Measuring three feet across the top, the sponge was found by Thompson on the bottom of Biscayne Bay 10 miles south of Miami.



150TH ANNIVERSARY 1804-1954

Fish with
FITLER

WATERPROOFED & MILDEWPROOFED ROPE

IT SERVES THE FISHERMAN'S EVERY NEED

- Manila Rope
- Shrimp Trawlins
- Net Rope
- Buoy Lines

FOR YOUR PROTECTION LOOK FOR THE BLUE AND YELLOW REGISTERED TRADE MARK ON ALL FITLER PURE MANILA ROPE

THE EDWIN H. FITLER CO.

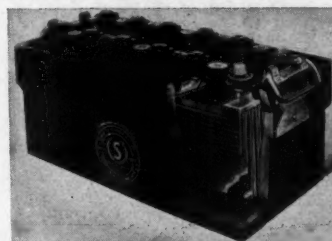
Est. 1804

NEW ORLEANS 17, LA.

PHILADELPHIA 24, PA.

STAY NEW LONGER

**MORE
POWERFUL**



SURRETTE STORAGE BATTERY CO. INC.

Jefferson Ave.

Salem, Mass.

Surette

**MARINE
BATTERIES**

Shipmate
Fisherman's Friend



For easy cooking, comforting warmth and proved dependability, install a SHIPMATE. Dozens of models available for all fuels—coal, oil, bottled gas, etc. Popular Model 10340, shown at left, is a compact range less than 3 feet wide, yet ample for 20-man crew. Burns oil; similar units for coal or wood. Write for Bulletin 47 describing complete SHIPMATE line.

MARINE MANUFACTURING & SUPPLY CO.

34

New Street

ESTABLISHED 1851

New Brunswick, N.J.

THE HARRIS COMPANY
PORTLAND, MAINE

Specializing in Fishing Boat Supplies

**Marine Hardware — Dragging Equipment
Electronics — Fuel — Groceries**

GEERD N. HENDEL

NAVAL ARCHITECT

Designer of
Fishing and Commercial
Vessels of All Types

CAMDEN, MAINE

Specializing in
Aluminum Alloy Hull and
Deckhouse Construction

TELEPHONE 3097

NETS • RAKES • TONGS

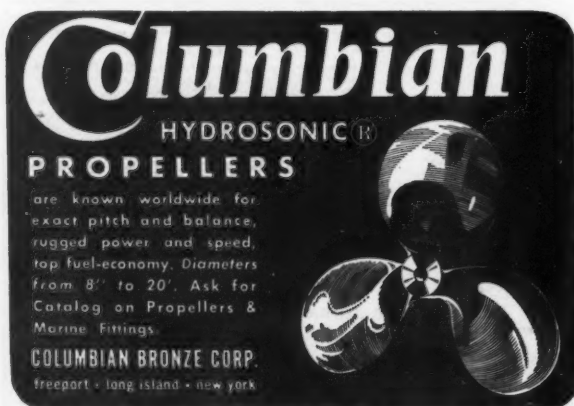
Bait Netting - Wire Baskets
Rope - Lobster Pot Heading Twine - Corks

LARGE STOCK

Prompt, intelligent, personal attention to your order

W. A. AUGUR, Inc.

35 Fulton Street New York 38, N. Y.
BEekman 3-0857



Columbian
HYDROSONIC[®]
PROPELLERS

are known worldwide for exact pitch and balance, rugged power and speed, top fuel-economy. Diameters from 8" to 20". Ask for Catalog on Propellers & Marine Fittings.

COLUMBIAN BRONZE CORP.
Freeport • Long Island • New York



Throw Your Heat Exchanger Troubles Overboard

The AQUA-CLEAR Feeder takes all the bite out of salt water. It protects the entire cooling system—cylinder heads, manifolds, water jackets, liners—from rust, corrosion, electrolysis and salting down.

Stop these expensive repairs right away—write today for new **FREE** bulletin on marine engine cooling.

Sold and Installed by Leading Boatyards—Over 20,000 Now in Use.

SUDBURY LABORATORY, Box 592, South Sudbury, Mass.

AQUA-CLEAR Feeders

INDUSTRIAL BLACKSMITH SHOP

Builders of
TRAWL DOORS for Fishing Druggers
107 Eastern Ave., Gloucester, Mass.
Telephone 3760

SIRACUSA SHIPYARD

Builders and Repairers
ALL TYPES OF FISHING BOATS
Morgan City, Louisiana Telephone 2256

Canadian Report

By C. A. Dixon

As July advanced sardine herring became somewhat scarcer in southern New Brunswick although there were enough caught chiefly at Grand Manan and in the Saint John areas to keep the factories busy. The packers are now out after smaller fish having put up a large quantity of four or five fish to a can, and this goes for all the canneries both in Maine and New Brunswick.

It is not unusual for the demand to change from that of larger fish to smaller ones, but this Summer practically all the fish caught from Portland to Saint John have been of uniform size, although a little too large for the canners' requirements. The sardines have been of excellent quality, too, and the entire pack this year to date is among the best ever put up on the East Coast.

For many decades the Passamaquoddy Bay area has been the chief source of supply of raw material, although the fish have been less plentiful during the last three or four years. This year, however, with an abundance of sardines all along the Maine coast and in certain areas in southern New Brunswick, the fish have failed to appear in quantity in the Quoddy region. Deer Island and the adjacent smaller island which almost invariably produce more sardines than any other section have been given the go-by by the silvery little fish, but some are still pinning their hopes on the possible arrival of a Summer school during the August darks.

Scarcity of Groundfish

Although groundfishing in the Bay of Fundy during the first of the Summer was satisfactory to both druggers and longliners it soon petered out and for some time past there has been a scarcity of fish with the exception of pollock caught chiefly by the handliners. On the other hand fishermen of Prince Edward Island report that cod fishing and mackerel fishing have been the worst in years. There was good fishing when the season opened but it slackened off almost at once.

Towed by Basking Shark

Towed for two miles by a basking shark that had become entangled in their salmon nets, Wendell McAllister and Paul Crawford of Chance Harbor, N. B., still are talking about their experience. Two other boats in the salmon fleet gave chase and finally caught up with the other craft. After tying up in tandem fashion the three boats succeeded in towing the shark back to Chance Harbor where it was hauled up on the beach by motor truck and was the object of much scrutiny. The shark weighed about 4,000 lbs. and was 26 ft. long. The fishermen lost all the web of one of their nets during the encounter.

New Lobster Pounds Under Construction

Two new lobster pounds of large dimensions are being constructed at Grand Harbor by Lawrence Cook and Robert Green of Seal Cove and Glenn McLaughlin of Seal Cove. One of the pounds is on the Ross Island side of the Thoroughfare. When completed there will be a total of four lobster pounds in this area, in which to store lobsters bought from New Brunswick and Nova Scotia fishermen.

Shediac Lobster Festival

The annual Shediac lobster festival got away to an auspicious start this year, and wound up with an excellent record of attendance. Considerably more than 10,000 persons were present on the last day, and anywhere from 6,000 up on other days.

New Herring Firm Incorporated

Mercury Fisheries, Ltd. has been incorporated in Nova Scotia to catch herring and produce herring products for

both the domestic Canadian and export markets. It is understood that the Provincial Government will grant some financial assistance to augment capital invested by private German interests.

Operations will be carried out at Pictou, N. S., and Cheticamp, Cape Breton. Four large trawlers at Lowestoft, England, and over 30 fishermen have been signed on by the new firm to do the fishing.

Vineyard Bailings

By J. C. Allen

July, which always has been an important month since Capt. Jack Cabot shot the first tub of line-trawl in Boston Bay, has arrived, stood on abreast and dropped over the skyline in the wake of time. And by godfrey, the heft of the clamor that arose from blue water and shoal related to the luck of the pilgrims of various tonnage that frequented the grounds.

There is nothing wrong about that, but it is borne upon us as an old-timer, that things have changed like the devil.

Swordfishing Medium to Good

Our commercial vessels, and they are few, and our commercial boats which are even fewer, have had medium to good luck chasing the swordfish which really holds the center of the Summer scene. The five vessels that went to Georges Bank, and we suspect darned well to the east'erd, had all sailed on their second trips before the middle of the month. They had all landed good fares and cashed in at a good fair price.

But the old ground, which lays close aboard, also produced some sword which the small craft and sports fishermen located. Temperatures did not run as high in July as they did a year ago, and we figure this had a good deal to do with it. Yet the dozen to fifteen, maybe twenty swordfish vessels and boats do not loom like the fleets of seventy-odd that we saw only a few years ago.

Bluefish Are Running

Bluefish hit around the middle of the month and the local rips looked the most fishy that we ever have seen them and we are no chicken! The fish ran and still run, mixed as the devil, with specimens from ten ounces to ten pounds showing up. Just grand for the sports fishermen who followed them, but we would not opine that the fish are around in any such quantity as would make it worthwhile for a commercial fisherman to set a piece of twine around them.

Much Interest in Lobster Dragging

There has been plenty of interest shown in the dragging of lobsters offshore, and there have been plenty of arguments put up. We admit that we are not well informed regarding this business, but we have done some looking and plenty of listening and we are now doing a hell of a lot of wondering.

We looked over a haul of some two thousand pounds, taken, so it was told us, "on the high seas". Well, those lobsters ran from a pound up to 25 and plenty of 'em were weak although they had laid in running sea-water all the way in. Some of the experts thought that the gear was raised too fast. Some believe that surface temperatures are too hot for them and cause the critters to crumple. Again we don't know and we are not saying.

Lastly, these lobsters fetched two bits a pound, as they ran. Not enough to make the venture pay off in any kind of shape.

COMPLETE REPAIR FACILITIES

OUR ALL-AROUND SERVICE includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, etc.

YOUR ENTIRE JOB can be done quickly in our yard by experienced men.

FRANK L. **SAMPLE** & SON, INC.

Shipbuilders

BOOTHBAY HARBOR, MAINE



FOR WHITER, EASIER-TO-CLEAN TOPSIDES USE WORLD-FAMOUS "CAWLUX" WHITE

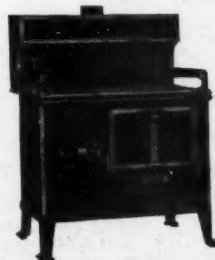
In Gloss, Semi-Gloss and Semi-Flat Finishes

Smoother, longer-lasting, resists discoloration by gases and fumes

IT'S A **WOOLSEY** PAINT PRODUCT

C. A. WOOLSEY PAINT & COLOR CO. INC.
229 East 42nd Street • New York 17, N. Y.
Warehouses: Brooklyn, N. Y., Plymouth, N. C., Jacksonville, Fla., Houston, Tex.

NEED A RANGE IN A HURRY? ORDER A WEBBPERFECTION



We'll ship within 24 hrs. whether a new range or only repair parts.

You need never worry about the fuel supply when you use a range that burns the same fuel as the Diesel engine.

ELISHA WEBB & SON CO. 136 S. Front St., Phila. 6, Pa.

ELDREDGE-McINNIS, INC.

NAVAL ARCHITECTS MARINE ENGINEERS
Specializing in Fishing Vessel Design

131 State St., Boston 9, Mass.

Walter J. McInnis

Alan J. McInnis

CONSIGNMENTS SOLICITED FOR Fish, Hard and Soft Crabs, Crab Meat Frogs Legs, Shrimp and Snappers WM. M. McCLAIN, INC.

Wholesale Dealer and Commission Merchant

231 S. FRONT ST. PHILADELPHIA, PA. 230 S. WATER ST.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers

AIR STARTING MOTORS

Ingersoll-Rand, 11 Broadway, N. Y. 4, N. Y.

ALARM SYSTEMS

Brown Alarm Mfg. Co., Inc., 1631 Filbert St., Baltimore 26, Md.

ANCHORS

Danforth Anchors, 2121 Allston Way, Berkeley, Calif.

The Maxim Silencer Co., 126 Homestead Ave., Hartford 1, Conn.

*Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES—Storage

Crescent Battery & Light Co., Inc., 819 Magazine St., New Orleans 12, La.

"Exide": Electric Storage Battery Co., 42 South 15th Street, Philadelphia 2, Pa.

*Surrette Storage Battery Co., Salem, Mass.

Willard Storage Battery Co., 246 East 131 St., Cleveland 1, Ohio.

BOOTS

*United States Rubber Co., Rockefeller Center, New York, N. Y.

CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLOTHING

The H. M. Sawyer & Son Co., Cambridge, Mass.

A. J. Tower Co., 24 Simmons St., Boston, Mass.

*United States Rubber Co., Rockefeller Center, New York, N. Y.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

John E. Hand & Sons Co., 243 Chestnut St., Philadelphia 6, Pa.

*Marine Compass Co., Pembroke, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

CORDAGE

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

Cating Rope Works, Inc., Maspeth, N. Y.

*Columbian Rope Co., Auburn, N. Y.

*The Edwin H. Fidler Co., Philadelphia 24, Pa.

New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

Plymouth Cordage Co., Plymouth, Mass.

Tubbs Cordage Co., San Francisco, Calif.

Wall Rope Works, Inc., 48 South St., New York 5, N. Y.

COUPLINGS—Marine

Morse Chain Co., 7601 Central Ave., Detroit 10, Mich.

DEPTH SOUNDERS

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

*Edo Corporation, College Point, L. I., N. Y.

Kaar Engineering Corp., Palo Alto, Calif.

*Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

DIRECTION FINDERS

Bludworth Marine, 92 Gold St., N.Y. 7, N.Y.

Kaar Engineering Corp., Palo Alto, Calif.

*Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

ELECTRIC GENERATING PLANTS

D. W. Onan & Sons, Inc., University Ave., S. E. at 25th, Minneapolis 14, Minn.

ENGINES—Diesel

The Buda Co., 154th and Commercial Ave., Harvey, Ill.

Burmeister & Wain American Corp., 17 Battery Place, New York 4, N. Y.

Caterpillar Tractor Co., Peoria, Ill.

Cooper-Bessemer Corp., Mount Vernon, O.

*Cummins Engine Co., Columbus, Ind.

Detroit Diesel Engine Div., General Motors Corp., Series 51, 71 and 110 Marine Diesels, 13400 W. Outer Drive, Detroit 28, Mich.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

*Fairbanks, Morse & Co., Chicago, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*The National Supply Co., Engine Division, Springfield, Ohio.

Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Perkins-Milton Co., Inc., 376 Dorchester Ave., South Boston 27, Mass.

Red Wing Motor & Mfg. Co., Red Wing, Minn.

Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.

Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

ENGINES—Gasoline

*Chris-Craft, Marine Engine Div., Algonac, Mich.

Chrysler Corp., 12211 East Jefferson, Detroit, Mich.

Ford Marine Engines, 3627 N. Lawrence St., Philadelphia 40-AF, Penna.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

Red Wing Motor & Mfg. Co., Red Wing, Minn.

Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.

ENGINES—Outboard

Evinrude Motors, 4760 N. 27 St., Milwaukee 16, Wis.

Johnson Motors, 6300 Pershing Rd., Waukegan, Ill.

FILTERS

Fleck Engineering Co., Inc., 1631 Filbert St., Baltimore 26, Md.

FISHING GEAR

*The Harris Co., Portland, Me.

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FLOATS

J. H. Shepherd Son & Co., Elyria, Ohio.

*The Sponge Rubber Products Co., Derby Place, Shelton, Conn.

GENERATING SETS

The Buda Co., 154th and Commercial Ave., Harvey, Ill.

Detroit Diesel Engine Div., General Motors Corp., Series 51, 71 and 110 Marine Diesels, 13400 W. Outer Drive, Detroit 28, Mich.

Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.

Nap. J. Hudon, 40 Fish Pier, Boston, Mass.

GENERATORS

The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

HEAT EXCHANGERS

Sen-Dure Products, Inc., Bay Shore 1, N. Y.

HOOKE

Auburn Fishhook Co., Inc., Auburn, N. Y.

O. Mustad & Son, Oslo, Norway.

*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

INSULATION

"Styrofoam" (Expanded Dow Polystyrene): The Dow Chemical Co., Midland, Mich.

LORAN

*Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

MOTOR GENERATORS

The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

NETS

*W. A. Augur, Inc., 35 Fulton St., New York.

Ederer Division, The Linen Thread Co., Inc., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Heminway & Bartlett Mfg. Co., 500 Fifth Ave., New York 36, N. Y.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Moodus Net & Twine, Inc., Moodus, Conn.

Joseph F. Shea, Inc., East Haddam, Conn.

*A. M. Starr Net Co., 10 Summit Street, East Hampton, Conn.

Sterling Net & Twine Co., Inc., 164 Belmont Ave., Belleville, N. J.

OIL—Lubricating

*Esso Standard Oil Co., 15 West 51st St., New York 19, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Shell Oil Co., 50 West 50th St., New York 20, N. Y.

*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

PAINTS

The Federal Paint Co., Inc., 33 Rector St., New York 6, N. Y.

Henderson & Johnson, Inc., Gloucester, Mass.

International Paint Co., Inc., 21 West St., New York, N. Y.

George Kirby Jr. Paint Co., 14 Wall St., New Bedford, Mass.

Pettit Paint Co., Belleville, N. J.

Pittsburgh Plate Glass Co., Pittsburgh, Pa.

*C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., New York 17, N. Y.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

*Federal Propellers, Grand Rapids, Mich.

*Hyde Windlass Co., Bath, Maine.

Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

*The American Brass Co., Waterbury 20, Conn.

PUMPS

Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

RADAR

*Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RADIO TELEPHONES

Applied Electronics Co., Inc., 1246 Folsom St., San Francisco, Calif.

Bludworth Marine, 92 Gold St., New York 38, N. Y.

Hudson American Corp., 25 West 43d St., New York 18, N. Y.

Kaar Engineering Corp., Palo Alto, Calif.

*Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RANGES—Galley

*Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

*The Marine Mfg. & Supply Co., 34 New Street, New Brunswick, N. J.

REDUCTION GEARS

*Snow-Nabstedt Gear Corp., Welton St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVE

*Sudbury Laboratory, Box 780, South Sudbury, Mass.

SEAM COMPOUNDS

L. W. Ferdinand & Co., Inc., Mica Lane, Newton Lower Falls 62, Mass.

SEARCHLIGHTS

Portable Light Co., Inc., 216 William St., New York 7, N. Y.

SHIPBUILDERS

Blount Marine Corp., Warren, Rhode Island.

Conrad Industries, Morgan City, La.

Diesel Engine Sales Co., Inc., St. Augustine, Fla.

Harvey F. Gamage, So. Bristol, Maine.

Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

*Morehead City Yacht Basin, Inc., Morehead City, N. C.

Morse Boatbuilding Co., Thomaston, Me.

*Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

*Siracusa Shipyard, Morgan City, La.

Southwest Boat Corp., Southwest Harbor, Me.

SILENCERS

John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

The Maxim Silencer Co., 126 Homestead Ave., Hartford 1, Conn.

STEERING GEAR

The Edison Corp., 141 Front St., New Bedford, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Hathaway Machinery Co., Inc., New Bedford, Mass.

TRAWL DOORS

*Industrial Blacksmith Shop, 107 Eastern Ave., Gloucester, Mass.

VOLTAGE REGULATORS

The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

WINCHES

Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Ideal Windlass Co., East Greenwich, R. I.

*New England Trawler Equipment Co., 300 Eastern Ave., Chelsea 50, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

"Porpoise III"

(Continued from page 13)

on a heart pine keel, and it was treated with Cuprinol anti-rot compound. The deck is heart pine. The deckhouse is constructed of waterproof marine plywood on pine framing.

The boat is suitable for offshore trawling, and were it not equipped for the special purpose of collecting live specimens, would be an ideal small commercial vessel for fishing or shrimping.

Dual Controls

Dual controls on the flying bridge and in the pilot house will enable the collecting captain to maintain a close watch for specimens. A Bendix depth recorder will help locate bottom depths where desired specimens may be. The Metal Marine automatic pilot can take over when both men in the Marineland collecting crew, Capt. Ronnie Capo and Lawrence Andreu, are needed in catching or handling specimens.

Engine Room Equipment

The *Porpoise III* is powered by a General Motors 6-71 Diesel with a 3:1 reduction gear developing 133 shaft horsepower. There is a 2½" bronze shaft with Goodrich Cutless bearing and a 3-blade, 36 x 34 propeller, which will produce an estimated full load speed of 9 miles per hour.

A power take-off drives the 2-drum Stroudsburg hoist on the fore deck, and there is a Marine Products bilge pump. Fuel is carried in two 200-gallon tanks located in the after compartment, and two 40-gallon tanks supply fresh water.

Deckhouse Is Insulated

The deckhouse contains the pilot house, crew's quarters, galley and toilet, and on top is a flying bridge, complete with dual controls. The house is insulated overhead with 1" Fiberglas, while the underside of the deck in way of the engine room has 3" Fiberglas insulation.

The steering gear of the new vessel is of Columbian manufacture, and other equipment includes Portable Light Co. One-Mile-Ray search light, 40-lb. Danforth anchor, two sets of 12-volt Delco batteries and 6-channel, Hudson-American Crusader radiotelephone.

The *Porpoise III* was designed under the direction of Harry W. Keeling, Jr., president, and Lester D. Hill, chief engineer of the Coast Engineering Co. of Norfolk, Va. Officials of the shipyard—Barbour Boat Works, Inc., New Bern, N. C.—include H. W. Barbour, president; and R. R. Rivenbark, vice-president.

Index to Advertisers

Air Industrial & Marine Corp.....	50
The American Brass Co.....	35
W. A. Augur, Inc.....	46
Bendix Aviation Corp.,	
Pacific Division	42
Chris-Craft, Marine Engine Div...	41
Colorado Fuel & Iron Corp.,	
Wickwire Spencer Steel Div....	10
Columbian Bronze Corp.....	46
Columbian Rope Co.....	1
Cummins Engine Co., Inc.....	26 & 27
Diesel Corp. of N. J.....	50
Edo Corporation	44
Eldredge-McInnis, Inc.....	47
The Enterprise Mfg. Co.....	35
Esso Standard Oil Co.....	3
Fairbanks, Morse & Co.....	2
Federal Propellers.....	40
The Edwin H. Fitler Co.....	45
The Harris Co.....	45
The Heminway & Bartlett	
Mfg. Co.....	4
Geerd N. Hendel.....	45
Higgins, Inc.....	50
Hyde Windlass Co.....	43
Industrial Blacksmith Shop.....	46
The Linen Thread Co., Inc.....	52
Marine Compass Co.....	40
The Marine Mfg. & Supply Co.....	45
Wm. M. McClam, Inc.....	47
Lucian Q. Moffitt, Inc.....	35
Morehead City Yacht Basin, Inc.	37
The National Supply Co.....	6
New England Trawler Equip-	
ment Co.....	44
Northill Co., Inc.....	43
H. O. Penn Machinery Co., Inc.....	36
Perkins-Milton Co., Inc.....	33
Radiomarine Corp. of America....	39
Raytheon Mfg. Co.....	7
Frank L. Sample & Son, Inc.....	47
Siracusa Shipyard	46
Snow-Nabstedt Gear Corp.....	37
Socony-Vacuum Oil Co., Inc.....	51
The Sponge Rubber Products Co.	8
A. M. Starr Net Co.....	33
Sudbury Laboratory	46
Surette Storage Battery Co.....	45
U. S. Rubber Co.....	38
Elisha Webb & Son Co.....	47
Westerbeke Fishing Gear Co., Inc.	50
Wilfrid O. White & Sons, Inc.....	32
Wickwire Spencer Steel Division	
of The Colorado Fuel & Iron	
Corp.	10
C. A. Woolsey Paint & Color Co....	47

97-ft. DIESEL TOWBOAT \$40,000



Gross Tonnage 142; Net Tonnage 84; Displacement Tonnage 221; L. O. A. 97' 6"; Beam 22' 6"; Draft 8' 0"; Planking and Deck 2 1/2" Fir; Frames Steel. Fuel Capacity 4150 gals., Fresh Water Capacity 3250 gals., Endurance 1870 Mi. at 8 Knots Cooper Bessemer Diesel (400 RPM) 400 H. P.; Auxiliary Equipment 2-25 KW Gen. Sets; Main Deck Accommodations 10. Steel and wood hull, steel bulkheads. Completely inspected, tested, painted March, '54. Subject to Inspection and Prior Sale.

Phone: CRescent 0631
Cable: "Higgins", New Orleans
P. O. Box 8001, New Orleans, La.

Higgins INC.
Or Consult
Your Broker

25 G.M. GRAY MARINE DIESELS — Model 64HN9

Twin Disc 1 1/2 to 1; 2 to 1; 3 to 1

Completely Rebuilt

Parts for all G.M. Series

DIESEL CORP. OF N. J.

75 Ogden Street, Newark, N. J., HUmboldt 27881

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

3 BRAND NEW MARINE DIESELS

600 Diagonal 750 HP — 300 Diagonal 400 RPM

CLARK MD — 6 Marine Diesel

FAN Cooled W Diagonal A.S. Tanks

List Price—\$79,600

Our Price—\$14,500 (FOB Bklyn, N. Y.)

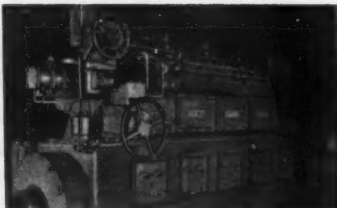
AIR INDUSTRIAL & MARINE CORP.

1507 Coney Island Ave., Brooklyn 30, N. Y.
CLoverdale 2-4400

CLARK MODEL MD-4 DIESEL ENGINE: new '44; 2 cycle. 4 cyl.; 3-500 hp. at 300-400 rpm.; single action; LIKE NEW. direct reversible; direct fuel injection; standard equipment; CAN BE PURCHASED REASONABLY: TERMS AVAILABLE. BUDA 100 HP. DIESEL MARINE ENGINE: 1400 rpm.; reverse gear; 4 1/2" bore; 5 1/2" stroke; reconditioned; good condition. HERCULES DIESEL ENGINE: 150 hp. @ 1800 rpm.; new '44; 5 1/2" bore; 6" st; not used since '45; excellent condition; no reverse gear. \$1250.

KERMATH GAS ENGINE: 500 hp.; 720 rpm.; marine reverse gear; in very good condition—(2 available). \$1500 each.
SUPERIOR 150 HP DIESEL ENGINE: 8 cyl.; elec. starter; 3:1 reduction gear; right hand engine; bridge controls. OFFERS.
COOPER-BESSEMER MODEL #25 ENGINE: 13" bore; 16" st; 6 cyl.; extra equip.; enclosed engine; direct reversing; safety alarm; 400 hp.; 325 rpm.; 600 hp. 400 rpm. \$25,000.

EVEREADY SUPPLY CO., 805 HOUSATONIC AVE.
BRIDGEPORT, CONNECTICUT TEL. Edison 4-9471 - 2



CLARK MODEL #MD-4 DIESEL ENGINE

CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. National Fisherman, Gloucester, N. H.

FOR SALE

Cruisers, draggers, auxiliaries—all types and sizes. If you are in the market for anything in that line, please write us—no inquiry too small to merit attention. KNOX MARINE EXCHANGE, INC., CAMDEN, MAINE.

ENGINE FOR SALE

One Atlas marine engine, excellent condition, 300 hp. Reasonable price asked. Nicholas Novello, 7 Gaffney St, Gloucester, Mass. Tel. Gloucester, Mass. 3352.

DRAGGER "SACRED HEART" FOR SALE

Dragger *Sacred Heart*, 65', 120 hp. Wolverine engine. Will ice 50,000 lbs. Boat now fishing out of Boston. Reasonable price. Call Everett, Mass. 7-3556.

BOATS FOR SALE

Commercial and pleasure craft—"A boat to suit your requirements." Edwin B. Athearn, Marine Broker, Oyster Pond Road, Falmouth, Mass. Tel. 2074, or 184 1/2 Middle St., Portland 3, Maine. Tel. 5-0439.

DRAGGER FOR SALE

76' dragger *Famiglia*, complete except for engine, doors and nets. In first class condition, capacity 70,000 lbs. Equipped with winch, auxiliary engine, new electric hoist, batteries, 250 fm. 3/4" cable, direction finder, telephone. New fuel tanks, steel trunk, steel mast. Capt. Salvatore Passanisi, 12 Ten Hills Rd., Somerville 12, Mass. Tel. Prospect 6-8525 after 6:30 P.M.

HULL AND ENGINE FOR SALE

Length 96', beam 21.5', D 9.7', oak A.M.C., good condition. 400 Atlas Imperial 1600 hours; also 120 Murphy Diesel with reduction gear, reasonable.

Also dragger, 92' x 20' x 10.6', able extra well built vessel now fishing. Price right. 75 Central St., Boston, Mass. Tel. Liberty 2-7073.

OYSTER BOAT FOR SALE

Oyster dredge boat *I. E. Brown* 80' x 22'2", draft 8'. Capacity 2000 bu. Powered by a 210 hp. 6 cylinder direct-reversing Wolverine Diesel. F. F. Brown & Son, 494 Quinpiac Ave., New Haven 13, Conn.

DRAGGER "AVE MARIA" FOR SALE

65 ft. dragger *Ave Maria* with 2-year-old Cummins Diesel engine, 175 hp., reduction gear 3 to 1. Fully equipped and in very good condition. Now fishing. Radio-telephone and Fathometer. Frank Marino, 301 North St. Boston, Mass. Tel. No. RI-2-0975.

FISHING BOAT "OCEAN BIRD" FOR SALE

Commercial fishing boat *Ocean Bird*, 45' long, 13' wide, 6' draft. Excellent condition 6-cylinder 160 hp. G. M. Diesel. 2 balloon nets, 2 fluke nets. Now fishing. A. Anderson, 3278 Shore Parkway, Brooklyn 35, N. Y. Tel. Nightingale 6-1617.

WESTERBEKE FISHING GEAR CO., INC.

Grimsby Trawls
Wesco Cod-end Protectors
Wire and Manila ropes

— Distributors —
Boston 10, Mass.
Also store and warehouse Gloucester, Mass.

Marine Hardware
Danforth Anchors
Paints — Fittings

ING

to a line.
wn, N. E.

sizes. If
e, please
KNOX
C.

300 hp.
fney St.

e engine.
on. Res-

suit your
r, Oyster
& Middle

ne, doors
0,000 lbs.
electric
der, tele-
st. Capt.
12, Mass.

good con-
Murphy

well built
Boston,

draft 8'.
ler direct-
494 Quin-

Cummins
1. Fully
ng. Radio-
North St.

, 13' wide
hp. G. M.
w fishing
35, N. Y.

C.

ings

AUGUST, 1954



LAPUSH MARINA *Pulls 'Em In!*



Pacific Coast
Salmon Trollers
Tie Up at this
Mobil Marine Station
for Fine Products...
Friendly Service...
Every Convenience
and Facility!

"GET 'EM while the gettin's good"
—you might call that a Salmon
Troller's philosophy. When a "run" is
on, these boats are constantly on the
go... bringing in the catch... unload-
ing, fueling and out again.

For this reason, Butts and Pattison's
Mobil Marine station, on the mouth
of the Quillayute River in LaPush,
Washington, is a mighty busy place
during the salmon season.

The catch is unloaded at their fish-
buying dock. The fuel dock quickly
supplies Mobilgas, Mobilfuel Diesel

and Mobiloil Marine. Fishermen can
take on ice and buy fishing gear.
There's even a restaurant, meat market
and general store.

Here's another example of the com-
plete facilities and top quality prod-
ucts fishermen everywhere find—at
the *Sign of the Flying Red Horse!*



Mobil Marine Service

SOCONY-VACUUM OIL COMPANY, INC., and Affiliates: MAGNOLIA PETROLEUM COMPANY, GENERAL PETROLEUM CORPORATION



GOLD MEDAL* COTTON NETTING

The old reliable for more
than a hundred years
*the greatest name in netting

Gold Medal Netting

THE LINEN THREAD CO., INC.

418 Grand St., Paterson 1, N. J.

New York 17, N. Y. • Chicago 10, Ill. • San Francisco 5, Cal.

Baltimore 3, Md. • Boston 10, Mass. • Gloucester, Mass.



